King County

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda

Regional Transit Committee

Councilmembers:
Teresa Mosqueda, Chair
Jorge Barón, Dave Upthegrove
Alternate:

Sound Cities Association:
Joseph Cimaomo Jr., Vice Chair; Covington; Barbara de Michele, Issaquah;
Susan Honda, Federal Way; Ryan McIrvin, Renton; Betsy Robertson, Shoreline;
Katherine Ross, Snoqualmie, Toni Troutner, Kent; Janice Zahn, Bellevue
Alternates: Neal Black, Kirkland; Paul Charbonneau, Newcastle;
JC Harris, Des Moines; Karen Howe, Sammamish

City of Seattle:
Joy Hollingsworth, Rob Saka
Alternate: Robert Kettle

Lead Staff: Mary Bourguignon (206-263-3296)
Committee Clerk: Marka Steadman (206-477-0887)

3:00 PM **Wednesday, July 17, 2024** **Hybrid Meeting**

Hybrid Meetings: Attend King County Council committee meetings in person in Council Chambers (Room 1001), 516 3rd Avenue in Seattle, or through remote access. Details on how to attend and/or provide comment remotely are listed below.

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

HOW TO PROVIDE PUBLIC COMMENT: The Regional Transit Committee values community input and looks forward to hearing from you on agenda items.

Sign language and interpreter services can be arranged given sufficient notice (206-848-0355).
TTY Number - TTY 711.
Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.

There are three ways to provide public comment:
1. In person: You may attend the meeting and provide comment in the Council Chambers.
2. By email: You may comment in writing on current agenda items by submitting your email comments to kcccomitt@kingcounty.gov. If your email is received by 1:00 p.m. on the day of the meeting, your email comments will be distributed to the committee members and appropriate staff prior to the meeting.
3. Remote attendance at the meeting by phone or computer (see "Connecting to the Webinar" below).

You may provide oral comment on current agenda items during the meeting's public comment period. You are not required to sign up in advance. Comments are limited to current agenda items.

You have the right to language access services at no cost to you. To request these services, please contact Language Access Coordinator, Tera Chea at 206-477-9259 or email tera.chea2@kingcounty.gov by 8:00 a.m. three business days prior to the meeting.

CONNECTING TO THE WEBINAR:

Webinar ID: 824 1078 7866

By computer using the Zoom application at https://zoom.us/join and the webinar ID above.

Via phone by calling 1-253-215-8782 and using the webinar ID above.

HOW TO WATCH/LISTEN TO THE MEETING REMOTELY: There are several ways to watch or listen in to the meeting:
1) Stream online via this link: http://www.kingcounty.gov/kctv, or input the link web address into your web browser.
2) Watch King County TV on Comcast Channel 22 and 322(HD) and Astound Broadband Channels 22 and 711(HD)
3) Listen to the meeting by telephone – See "Connecting to the Webinar" above.

To help us manage the meeting, if you do not wish to be called upon for public comment please use the Livestream or King County TV options listed above, if possible, to watch or listen to the meeting.

1. Call to Order

To show a PDF of the written materials for an agenda item, click on the agenda item below.

2. Roll Call

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3. Approval of Minutes

May 15, 2024 meeting ***p. 4***

4. Chair's Report

5. Public Comment

6. General Manager's Report

Discussion and Possible Action

7. Proposed Motion No. 2024-0213 **p. 6**

A MOTION accepting a RapidRide Prioritization Plan report is called for by Ordinance 19367, Section 6.B., which report includes an update on the status of the planning and design of the RapidRide K and R lines, in response to Ordinance 19546, Section 114, Proviso P4.C.

Sponsors: Mosqueda

Mary Bourguignon, Council staff

Contingent upon referral to the Regional Transit Committee.

Other Business

Adjournment

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Meeting Minutes

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3:00 PM **Wednesday, May 15, 2024** **Hybrid Meeting**

DRAFT MINUTES

1. Call to Order

Chair Mosqueda called the meeting to order at 3:02 p.m.

2. Roll Call

Present: 14 - Cimaomo Jr., de Michele, McIrvin, Ross, Troutner, Upthegrove, Robertson, Honda, Mosqueda, Barón, Hollingsworth, Saka, Charbonneau and Howe

Excused: 1 - Zahn

3. Approval of Minutes

Vice Chair Cimaomo moved approval of the April 17, 2024, meeting minutes. There being no objections, the minutes were approved.

4. Chair's Report

Chair Mosqueda provided an overview of the meeting topics.

5. Public Comment

The following individuals provided public comment:

Joe Kunzler
Arvia Morris
Alex Tsimerman

6. General Manager's Report

Michelle Allison, General Manager, Metro Transit Department, commented on DART trip restorations, progress in hiring and training bus operators, work toward becoming a 100% zero-emission fleet by 2035, the 2024 Trailhead Direct service, two awards received by Metro, participation in the 43rd Annual Washington Women in Trades Job Fair, joining Sound Transit in celebrating the opening of the 2 line, and a community-based poetry program that will be rolling out on Metro buses. She also provided a ridership recap.

Graydon Newman, Service Planning Manager, Metro Transit Department, provided updates on the Route 20 service, a new route 21 and other route alternatives.

Briefing

7. **Briefing No. 2024-B0061**

Metro Ridership Recovery and Service Planning

Katie Chalmers, Transit Service Development Manager, Metro Transit Department, provided introductory comments and answered questions from members. Graydon Newman, Service Planning Supervisor, Metro Transit Department; and Erik Rundell, Transportation Planner IV, Metro Transit Department; briefed the committee and answered questions from the members. Michelle Allison, General Manager, Metro Transit Department, answered questions from members.

This matter was Presented

Other Business

There was no further business to come before the committee.

Adjournment

The meeting was adjourned at 4:34 p.m.

Approved this _____ day of _____.

Clerk's Signature

King County

Metropolitan King County Council
Regional Transit Committee

STAFF REPORT

Agenda Item:	7	**Name:**	Mary Bourguignon
Proposed No.:	2024-0213	**Date:**	July 17, 2024

SUBJECT

Proposed Motion 2024-0213 would accept the RapidRide Prioritization Plan, which was required by Ordinance 19367, with additional requirements added by a budget proviso.

SUMMARY

Metro currently operates seven RapidRide lines (A-F, H) and is working to develop five more lines (G, I, J, K, R) for planned openings between 2024 and 2031. Metro's long-range plan, Metro Connects,[1] proposed using a programmatic approach to identify and prioritize future RapidRide lines. The RTC and Council asked Metro to develop a RapidRide Prioritization Plan to organize future lines into tiers. In addition, the Council asked that this plan include an update on planning and design for the K and R lines.

The RapidRide Prioritization Plan states that, based on analysis of equity, sustainability, service implications, capital needs, and implementation, and weighting equity and sustainability at twice the other metrics, the following RapidRide corridors are prioritized:

- **Tier 1**: Route 150 (Corridor 1049), Route 36 (1064)
  (Implementation by the time of the Interim Network[2])
- **Tier 2**: Route 44 (1012), Route 40 (1993), B Line/Route 271 (3101+1028)
  (Implementation by the Interim Network if funding and capacity allow)
- **Tier 3**: Route 181 (1052), Route 165 (1056), B Line/Route 226 (1999)
  (Implementation by the time of the 2050 Network)

The transmitted plan also reports on current and future work plan items and anticipated milestones for the K and R lines as required, estimating K Line completion by 2030 and R Line completion by 2031.

The RapidRide Prioritization Plan has been given a non-mandatory dual referral to the Regional Transit Committee (RTC) and Transportation, Economy, and Environment (TrEE) Committee. Proposed Motion 2024-0213 would accept the plan.

[1] Ordinance 19367
[2] The Interim Network is envisioned for when the Ballard and West Seattle Link light rail extensions open (originally anticipated as 2035 for costing purposes, currently anticipated as 2039).

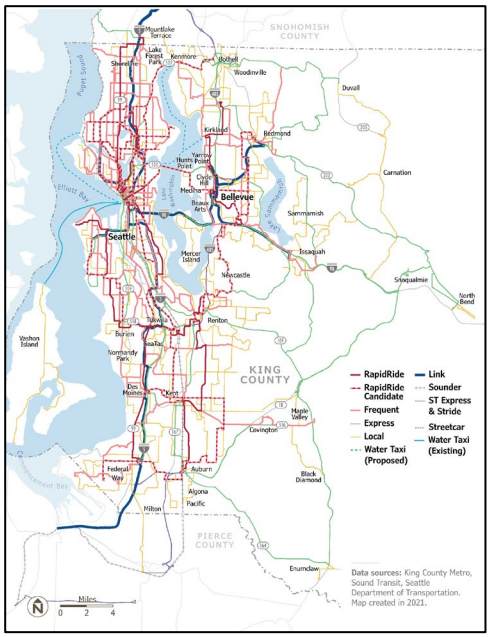
BACKGROUND

Metro Connects. Metro Connects is Metro's vision for the future. It outlines plans for expanded transit service through an **Interim Network**[3] (by approximately 2039) and a **2050 Network.**

By 2050, Metro Connects envisions a transit system with:

- 7 million annual service hours, up from 4 million in 2019
- 200 million annual riders, up from 121 million in 2019
- 19-23 RapidRide lines, up from 6 in 2019
- $28.3 billion in associated capital improvements

Metro Connects is not fully funded, so additional regional funding will be needed to achieve the long-range vision.



RapidRide Implementation. RapidRide is the name of Metro's bus rapid transit service. RapidRide lines offer high frequency operation; faster, more reliable trip times using exclusive lanes and/or transit signal priority at intersections; improved shelter waiting areas, with off-board payment and real-time information at major stops; all-door boarding; and red/gold branded buses and facilities.

Metro currently operates seven RapidRide lines (A-F, H), with the G Line planned to start service in September 2024.

Metro's long-range plan, Metro Connects, which was first adopted in 2017,[4] proposed an expansion of the RapidRide network. Work has concluded or is underway on four of these next-generation lines (G-J). The Council has adopted an alignment for each of these lines, with the H Line opened in March 2023 and the G, I, and J lines planned to open between 2024 and 2027.

Metro has begun planning work on two additional lines (K, R).[5]

Tables 1 and 2 summarize the status of the existing and planned RapidRide lines.

[3] The Interim Network is envisioned for when the Ballard and West Seattle Link light rail extensions open (originally anticipated as 2035 for costing purposes, currently anticipated as 2039).
[4] Ordinance 18449, since updated through Ordinance 19367. Additional study in Motion 14956
[5] The G, H, J, and R lines are being developed in collaboration with Seattle.

Table 1. Existing Rapid Ride Lines

Line	Pathway	Alignment Ordinance	Service Ordinance	Start Date
A	Federal Way to Tukwila	16725	16844	Oct 2010
B	Bellevue to Redmond	16725	17100	Oct 2011
C	Westwood Village to South Lake Union	16725	17320	Sept 2012
D	Crown Hill to Downtown Seattle	16725	17320	Sept 2012
E	Aurora Village to Downtown Seattle	17391	17584	Feb 2014
F	Burien to Renton	17391	17584	June 2014
H	Burien to Downtown Seattle	18894	19422	Mar 2023

Table 2. Planned Rapid Ride Lines

Line	Pathway	Alignment Ordinance	Service Ordinance	Planned Start Date
G	Madison Valley to Downtown Seattle	19012	19750	Sept 2024
I	Renton to Auburn	19098	--	2026
J	Downtown Seattle to U District	19312	--	2027
K	Kirkland to Bellevue	--	--	2030
R	Rainier Beach to Downtown Seattle	--	--	2031

Metro Connects and RapidRide prioritization. In late 2021, the RTC and Council adopted an update to Metro Connects.[6] The updated Metro Connects states that:

- A total of 10 RapidRide lines (A-J) are expected to be in operation by 2026.[7]
- A total of 13 to 15 lines are expected to be in operation by the Interim Network.[8]
- A total of 19 to 23 lines are expected to be in operation by the 2050 Network.

The original Metro Connects, which was adopted in 2017,[9] proposed an expansion of the RapidRide network and identified specific lines that would be funded and developed for the 2025 Network and 2040 Network as part of that plan.

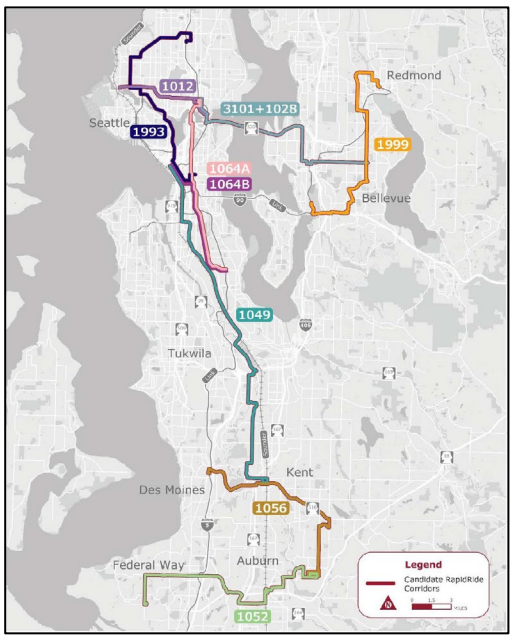
[6] Ordinance 19367, Attachment C
[7] Since Metro Connects was adopted the City of Seattle has moved opening of the J Line to 2027.
[8] The Interim Network is envisioned for the completion of the Ballard and West Seattle Link light rail extensions (for costing purposes, estimated at 2035). Metro staff have stated that the Interim Network was intentionally associated with transit expansion milestones, rather than specific dates (which were proposed to be delayed as part of Sound Transit's realignment effort in 2021), because these milestones are what prompt major Metro service restructures. Updates to reflect changes in Sound Transit's plans will be made through future updates to Metro Connects, as well as service change proposals.
[9] Ordinance 18449, since updated through Ordinance 19367. Additional study in Motion 14956

The 2021 update to Metro Connects, however, moved away from naming specific RapidRide lines to be developed. Instead, it proposed a programmatic approach by first identifying potential candidate lines for future development,[10] as Table 3 shows.

Table 3. Interim Network RapidRide Candidates

Corridor	Candidate Description	Location	Current Route(s)
1012	New Line	Ballard, Wallingford, U District	**44**
1049	New Line	Kent, Southcenter, Seattle CBD	**150**
1052	New Line	Twin Lakes, Federal Way, Green River CC	**181**
1056	New Line	Highline CC, Kent, Green River CC	**165**
1064A	New Line	U District, Beacon Hill, Othello	**36, 49**
1064B	New Line	Seattle CBD, Internat'l District, Beacon Hill, Othello	**36**
1993	New Line	Northgate, Ballard, Seattle CBD	**40**
1999	Modification	Redmond, Overlake, Crossroads, Eastgate	**B, 226**
3101+1028	Modification	Crossroads, Bellevue, U District	**B, 271**

As the map shows, RapidRide candidate corridors are located in Auburn, Bellevue, Federal Way, Kent, Redmond, Seattle, and Tukwila.



The 2021 Metro Connects proposed that Metro would organize these candidate lines into tiers to prioritize the lines that would or potentially could be developed by the time of the Interim Network.

The RTC and Council amended Metro Connects to ask Metro to identify these tiers through a **RapidRide Prioritization Plan,** which was to be transmitted by June 30, 2024, for acceptance by motion.

Ordinance 19367, which adopted the 2021 updates to Metro's policy documents, listed the requirements for this plan.

[10] The candidate lines were published in the RapidRide Expansion Report, which was included as an ancillary technical report to the 2021 Metro Connects: RapidRide Expansion Report (Technical Report C) was transmitted to provide context but not for formal adoption (link)

Ordinance 19367, Section 6:

To provide information on the implementation of the plans attached to this ordinance and the performance of transit services, Metro transit department staff …shall assist the executive in preparing the following performance reports…

B. A RapidRide prioritization plan, which shall be transmitted by June 30, 2024, for acceptance by motion, and which shall include:

1. Corridor evaluations of RapidRide candidate corridors based on the five factors used in Metro Connects, which are equity, sustainability, service demand, capital and implementation;

2. Preplanning level studies of candidate corridors that consider route alignment, capital investment needs and cost estimates;

3. A description of stakeholder engagement with community members, affected jurisdictions and partner agencies; and

4. A list of the RapidRide candidate lines organized by tier, with a description of the priority level;[11]

Text in the 2021 Metro Connects also included requirements for the plan:

> As described in the "RapidRide service" section, the 2021 update to Metro Connects moved to a programmatic approach for identifying future RapidRide lines. Metro identified a pool of candidate lines for the interim and 2050 RapidRide networks rather than a specific set of routes. Metro will develop a prioritization plan to select the specific RapidRide lines for the interim network, which will be informed by updated corridor evaluation, stakeholder engagement, and corridor studies. The corridor evaluation will use the same five factors used in the updated Metro Connects, which are equity, sustainability, service demand, capital, and implementation. Stakeholder engagement will include community stakeholders, affected jurisdictions, and partner agencies.
>
> Metro will develop a RapidRide prioritization plan based on corridor studies that will include a pre-planning level study of candidate corridors that consider route alignment, capital investment needs, and cost estimates. The prioritization plan will organize RapidRide candidate lines into tiers by their priority and potential timeframe for implementation. The top tier RapidRide candidates will include those planned to be implemented for the interim network and the second tier will be the lines next to be developed if funded. Work on the first RapidRide prioritization plan will begin in 2022 and the plan will be presented to the Regional Transit Committee and Council for acceptance by motion upon its completion.[12]

Progress update on K and R lines. Early in the pandemic, Metro paused work on two of the future RapidRide lines that had been identified in the earlier, 2017 Metro Connects,[13] the K and R lines. Work on these lines was paused in 2020, then restarted in 2021.[14] As part of the 2023-2024 budget,[15] the Council appropriated funding to advance planning and design work on each line.

[11] Ordinance 19367
[12] Ordinance 19367, Attachment C, p. 99
[13] Ordinance 18449, updated by Ordinance 19367
[14] Motion 16153

K Line:

- Approximately 18-mile north-south corridor parallel to I-405 in Bellevue and Kirkland
- Would cover portions of routes 239, 250, 255, and 271
- Work was paused in 2020 at 1% design, then reached 2-5% in 2021
- The 2023-2024 budget appropriated $7 million to advance planning work

R Line:

- Approximately eight-mile north-south corridor between Downtown Seattle and the Rainier Beach Link light rail station
- Would upgrade the existing Route 7
- Work was paused in 2020 at approximately 10% design
- The 2023-2024 budget appropriated $21.9 million to advance planning work.

To track progress on the K and R lines, the Council added a proviso requirement[16] to the 2023-2024 budget ordinance requiring Metro to brief the RTC no later than November 30, 2023, on progress on the planning and design of the K and R lines, and to include an update in the RapidRide Prioritization Plan. That requirement stated:

Ordinance 19546, Section 114, Proviso P4:

A. Of this appropriation, $500,000 shall not be expended or encumbered until the executive, first, provides a briefing for the regional transit committee or its successor on progress on the planning and design of the RapidRide K and R lines, and second, including in the RapidRide prioritization plan, which is required by Ordinance 19367, information required by this proviso on the progress on the planning and design of the RapidRide K and R lines. The day after the briefing required by this proviso is given, $250,000 shall be released for encumbrance or expenditure. Upon passage of the motion accepting the transmitted RapidRide prioritization plan, $250,000 shall be released for encumbrance or expenditure.

B. The Metro transit department should provide a briefing to the regional transit committee or its successor no later than November 30, 2023, on progress on the planning and design of the RapidRide K and R lines. The briefing shall include, but not be limited to, the following information for each RapidRide line:

1. The efforts taken during 2023 to advance planning and design, including an estimate of the current level of design;
2. Tasks planned to be undertaken during 2024 to advance planning and design;
3. Engagement and coordination efforts with community stakeholders, local jurisdictions and agency partners on planning and design efforts, including on the development of a recommended alignment;
4. The status of and planned timeline for environmental review;
5. The status of and planned timeline for preparation and submittal of grant applications; and
6. The anticipated timeline for major project milestones, including estimates for the start of construction and the start of service.

[15] Ordinance 19546
[16] Ordinance 19546, Section 114, Proviso P4

C. Ordinance 19367 requires the executive to transmit a RapidRide prioritization plan by June 30, 2024, for acceptance by motion, that will organize RapidRide candidate lines into tiers by their priority and potential timeframe for implementation. The Metro Connects long-range plan that was adopted by Ordinance 19367 states that the RapidRide K line and the RapidRide R line have been identified as the next RapidRide lines to be implemented and therefore have already been prioritized. However, to provide a comprehensive overview of the Metro transit department's efforts in planning for and developing future RapidRide lines, the RapidRide prioritization plan, as transmitted, should include not only the information required by Metro Connects and Ordinance 19367, but also an update on the status of the planning and design of the RapidRide K and R lines. Therefore, the RapidRide prioritization plan shall include information on the RapidRide K and R lines including but not be limited to, the following information for each RapidRide line:

1. The efforts that have been undertaken or are planned to be undertaken during 2023 and 2024 to advance planning and design, including an estimate of the current level of design;
2. Tasks planned to be undertaken during 2025 and 2026 to advance planning and design;
3. Engagement and coordination efforts with community stakeholders, local jurisdictions and agency partners on planning and design efforts, including on the development of a recommended alignment;
4. The status of and planned timeline for environmental review;
5. The status of and planned timeline for preparation and submittal of grant applications; and
6. The anticipated timeline for major project milestones, including estimates for the start of construction and the start of service.

ANALYSIS

Proposed Motion 2024-0213 would accept the RapidRide Prioritization Plan, which identifies prioritized tiers of future RapidRide lines that would or possibly could be developed by the time of the Metro Connects Interim Network, as required by Ordinance 19367.

It also provides an update on progress on the RapidRide K and R lines, as required by the 2023-2024 biennial budget ordinance (Ordinance 19546).

From the requirements for prioritization of future lines in Ordinance 19367:

1. Corridor evaluations of RapidRide candidate corridors based on the five factors used in Metro Connects, which are equity, sustainability, service demand, capital, and implementation.

As required by Metro Connects, Metro used the five evaluation measures of equity, sustainability, service demand, capital, and implementation to prioritize candidate RapidRide lines.

Table 4 summarizes these measures and the factors considered for each measure:

Table 4. Evaluation Measures

Measure	Factors Considered
Equity	Equity Prioritization Score[17] ● Density of community assets near the corridor ● Density of subsidized housing near the corridor ● Improved access to low-wage jobs for priority populations[18] via transit ● Route resiliency
Environment / Sustainability	Forecast household and employment growth ● Greenhouse gas (GHG) emissions reductions
Service	Existing speed relative to posted speed ● Existing on-time performance ● Transit travel time savings ● Impacts to general purpose travel time ● Benefits or impacts to other transit routes ● Future forecast ridership ● Ridership gains ● Future forecast productivity ● Change in systemwide ridership
Capital	Total capital cost
Implementation	Future population and employment density ● Jurisdictional support for transit ● Value of investment ● Operational efficiency

As part of its analysis, Metro experimented with different weighting for the measures, including equal weighting, weighting at 2x equity and 2x sustainability, weighting at 4x equity and 2x sustainability, or weighting at 2x equity and 4 x sustainability.

After analyzing scores for the candidate corridors with each of these weighting options, Metro proceeded with **weighting at 2x equity and 2x sustainability**. Table 5 shows the scores for each of the candidate corridors.

Table 5. Corridor Scoring using Weighting Approach

Corridor	Route(s)	Equal Weights	2x Equity 2x Sustainability	4x Equity 2x Sustainability	2x Equity 4x Sustainability
1064B	**36**	73	**72**	73	69
1049	**150**	71	**72**	69	76
1012	**44**	61	**54**	53	46
1993	**40**	59	**59**	58	62
3101+1028	**B, 271**	57	**57**	54	60
1056	**165**	48	**50**	51	52
1052	**181**	43	**45**	47	44
1999	**B, 226**	38	**37**	38	36

Note that Metro omitted Corridor 1064A (Routes 36 and 49) because of the high score of Route 36 alone.

[17] The Equity Prioritization Score, which is defined in Metro's adopted Service Guidelines (Ordinance 19367, Attachment B), scores each bus route based on priority populations living near each route.
[18] Priority populations are defined in the Strategic Plan (Ordinance 19367, Attachment A) and include BIPOC, low-income, foreign-born, and limited-English speaking people and people with disabilities.

2. Pre-planning level studies of candidate corridors that consider route alignment, capital investment needs and cost estimates.

Table 6 summarizes the factors that were included in each corridor's preplanning study.

Table 6. Preplanning Study Factors

Factor	Description
Corridor overview	List of the primary bus route or routes ● Alignment (pathway) options ● Preliminary recommended alignment
Transit network	Candidate corridor in relation to existing and planned transit services
Service levels and operations	Service levels for the current route(s) along the corridor ● Needed investment to bring service up to the RapidRide standard[19]
Stations	Existing stops for the current route(s) ● Proposed locations for stations using RapidRide station spacing[20] ● Estimated boarding levels for each potential station
Speed and reliability	Current scheduled travel times and delays along the corridor ● Recommended speed and reliability investments ● Estimated travel time impact if speed and reliability investments are implemented
Boardings and ridership	Ridership trends along the corridor since 2019 ● Forecasted boardings and alightings by station ● Estimated future corridor productivity[21]
Equity and sustainability	Areas where residents are more likely to depend on transit ● Areas where ridership remained higher during the pandemic ● Estimates of how RapidRide service might affect access to jobs and greenhouse gas emissions
Traffic conditions	Future traffic conditions at key intersections based on the potential speed and reliability investments
Safety	Reported crash history along the corridor, 2018-2022[22]
Planning improvements	Projects that are planned, programmed, or funded along the corridor
Capital costs	Estimates for stations, speed and reliability improvements, layover needs, trolley wires (if relevant), and pavement restoration
Environmental screening	Screening-level information on environmental conditions

[19] The RapidRide standard for service (set in the adopted Metro Connects (Ordinance 19367, Attachment C)) is to operate from 6am to midnight 7 days a week, with service at least every 15 minutes from 6am to 7pm, at least every 30 minutes from 7pm to midnight, and every 10 minutes during weekday peak hours.
[20] The RapidRide standard is to space stations/stops every one-third to one-half mile. For all other services, standard stop spacing is every one-quarter mile. These standards are set in the adopted Service Guidelines (Ordinance 19367, Attachment B).
[21] Productivity is defined in the adopted Service Guidelines (Ordinance 19367, Attachment B) as a combination of two measures: Rides per platform hour, which measures the number of riders who board a transit vehicle relative to the total number of hours that a vehicle operates (from leaving the base until it returns); and Passenger miles per platform mile, which measures the total miles riders travel on a route relative to the total miles that a vehicle operates (from leaving the base until it returns).
[22] The transmitted plan notes that safety was not used in the scoring of the candidate corridors because more data points will be needed to accurately reflect safety of a candidate corridor.

Based on the corridor reports, the transmitted Prioritization Plan states that Metro then scored each candidate corridor using equity scores,[23] projected greenhouse gas emissions reduction, travel time improvement between existing transit options and RapidRide, projected ridership per corridor mile, projected capital costs per mile (including speed and reliability improvements, stations, paving improvements, and layover facilities, but excluding new vehicles), and the increase in annual service hours needed to meet RapidRide service standards.

3. A description of stakeholder engagement with community members, affected jurisdictions and partner agencies.

The transmitted Prioritization Plan states that Metro engaged with internal stakeholders, Metro's Equity Cabinet,[24] and jurisdictional partners (focusing on the affected jurisdictions of Auburn, Bellevue, Federal Way, Kent, Redmond, Seattle, and Tukwila, as well as through briefings to the Regional Transit Committee).

The Equity Cabinet suggested that Metro include displacement risk as a measure when evaluating corridors, that Metro review the equity analyses completed for the King County Comprehensive Plan and used by the Seattle Department of Transportation, and that subsidized housing, the Equity Prioritization Score,[25] and access to jobs be added to the prioritization framework.

For the jurisdictional meetings, the transmitted Prioritization Plan states that Metro held three rounds of meetings with staff from the affected jurisdictions, to provide overview information about Metro's work, to provide an opportunity to review and comment on the results of the corridor assessments, and to provide a preview of the results of the analysis, including information about the scoring and proposed tiers.

Because development of the RapidRide Prioritization Plan is a technical study, to set a framework for future RapidRide development, Metro states that it did not focus on engagement with community members during this phase of the work.

4. A list of the RapidRide candidate lines organized by tier, with a description of the priority level.

The Plan identifies three tiers for the RapidRide candidate corridors:

- **Tier 1** lines (two lines) would be prioritized for the Interim Network subject to funding capacity. These lines are not currently funded in Metro's 10-year planning assumptions, so future budget decisions would be needed to proceed.

[23] The equity scores Metro uses are defined in the adopted Service Guidelines (Ordinance 19367, Attachment B).
[24] Metro's Equity Cabinet, which was first convened in 2019, consists of a group of leaders from historically underserved and underrepresented communities.
[25] Metro's adopted Service Guidelines (Ordinance 19367) included three new equity measures to evaluate routes based on the concentration of priority populations near a bus stop or along a bus route. These equity measures are reported in Metro's annual System Evaluation report.

- **Tier 2** lines (three lines) would be prioritized next if additional capacity and funding are available. Metro would not develop budget requests for funding plans for these lines unless new opportunities arise. If these lines are not developed by the time of the Interim Network, they would remain as candidates for the 2050 Network.
- **Tier 3** lines (three lines) would be long-term candidates, not part of the Interim Network. They would remain as candidates for the 2050 Network.

Table 7 shows the recommended tiers for the candidate RapidRide lines.

Table 7. Recommended Tiers for Candidate RapidRide Lines

Corridor	Route(s)	Tier	Pathway
1049	**150**	**1**	Kent, Southcenter, Seattle CBD
1064B	**36**	**1**	Seattle CBD, Internat'l District, Beacon Hill, Othello
1012	**44**	**2**	Ballard, Wallingford, U District
1993	**40**	**2**	Northgate, Ballard, Seattle CBD
3101+1028	**B, 271**	**2**	Crossroads, Bellevue, U District
1056	**165**	**3**	Highline CC, Kent, Green River CC
1052	**181**	**3**	Twin Lakes, Federal Way, Auburn, Green River CC
1999	**B, 226**	**3**	Redmond, Overlake, Crossroads, Eastgate

This section of the Prioritization Plan concludes by noting that Metro is developing a RapidRide funding strategy that will include plans to:

- Secure funding for the K and R lines
- Upgrade legacy RapidRide lines to replace aging facilities and bring those lines up to the RapidRide standards developed in 2018[26]
- Begin work on the Tier 1 RapidRide candidate corridors

From the budget proviso requirements specific to progress on the K and R lines:

To outline its work on the K and R lines, Metro provided the required briefing to the RTC (Section B of the proviso requirement listed above) at the RTC's October 18, 2023, meeting.[27]

During that late 2023 briefing, Metro stated that:

The **K Line** had been formally included in Metro's 10-year financial plan at $120 million, with delivery as early as 2030. Metro was working during 2023-2024 to:

- Advance work to 10% design

[26] Motion 14956
[27] Briefing 2023-B0102 (link)

- Re-engage the community
- Work in partnership with Kirkland and Bellevue to:
    - Advance design and feasibility of candidate improvements from the K Line Roadmap[28]
    - Develop a constrained scope and budget
    - Establish funding sources, including potential granting partnerships
    - Establish delivery schedule and methodology
- Develop an alignment ordinance and Locally Preferred Alternative (LPA)

The **R Line** had been formally included in Metro's six-year Capital Improvement Program at $129 million, with delivery as early as 2028.[29] Metro was working during 2023-2024 to:

- Refresh and update the 10% design, including updating the scope, schedule, and cost estimate
- Work with the City of Seattle on partnership opportunities
- Begin final design
- Re-engage the community
- Develop an alignment ordinance

The remaining requirements in the budget proviso are included in the RapidRide Prioritization Plan as required.

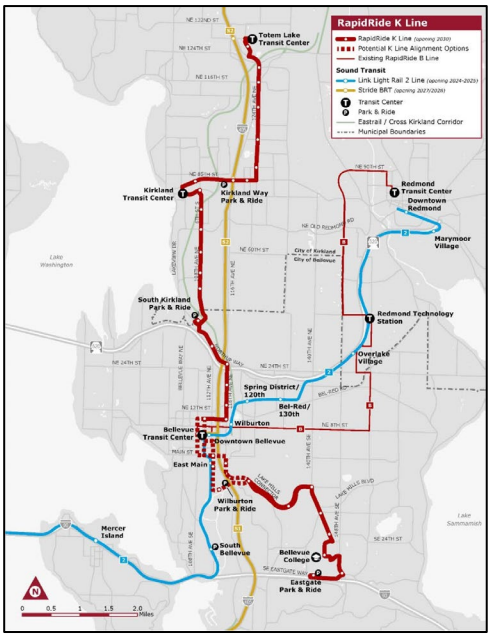
K Line Summary

The **K Line** is proposed for an 18-mile north-south corridor parallel to I-405 in Bellevue and Kirkland along portions of:

- Route 239
- Route 250
- Route 255
- Route 271

The 2023-2024 biennial budget added $7 million to advance planning and design for the K Line.

The K Line has been included in Metro's 10-year financial plan at $120 million, with delivery anticipated for 2030.



[28] Motion 16153
[29] The transmitted RapidRide Prioritization Plan moves this completion date to 2031 based the City of Seattle's timeline.

R Line Summary

The **R Line** is proposed for an eight-mile north-south corridor between Downtown Seattle and the Rainier Beach Link light rail station to upgrade the existing Route 7.

The 2023-2024 biennial budget added $22 million to advance planning and design for the R Line.

It has been included in Metro's six-year Capital Improvement Program at $129 million, with delivery as early as 2031 (a three-year delay[30] since the October 2023 presentation to RTC).

1. The efforts that have been undertaken or are planned to be undertaken during 2023 and 2024 to advance planning and design, including an estimate of the current level of design.

K Line (2023-2024)	R Line (2023-2024)
• Restart community engagement • Establish a locally preferred alternative • Select preferred speed and reliability improvements and multimodal connections • Advance design and feasibility of improvements • Establish delivery schedule and methodology	• Complete technical analysis of updated R Line project elements • Determine partnership model with Seattle Department of Transportation (SDOT) • Complete updated 10% design deliverables (plan set, cost estimates, reports)

2. Tasks planned to be undertaken during 2025 and 2026 to advance planning and design.

K Line (2025-2026)	R Line (2025-2026)
• Complete updated 10% design deliverables • Submit a preferred alignment for adoption by the King County Council • Apply for FTA[31] Small Starts grant funding • Begin the NEPA[32] process	• Complete environmental documentation that must be met prior to the 30% design milestone • Seek grant funding in coordination with SDOT • Develop a scope of work for the final design consultant • Submit a preferred alignment for adoption by the King County Council

[30] Requested by the City of Seattle
[31] FTA = Federal Transit Administration
[32] NEPA = National Environmental Policy Act

3. Engagement and coordination efforts with community stakeholders, local jurisdictions, and agency partners on planning and design efforts, including on the development of a recommended alignment.

K Line Engagement	R Line Engagement
For engagement with community members: • Will build on prior, pre-pandemic engagement from 2019-2020 • Metro will reintroduce the project to the community in 2024 • Engagement materials in eight languages For engagement with project partners: • Metro will work with Bellevue and Kirkland to reach 10% design • Metro will engage with Sound Transit to integrate with Link 2 Line and future Stride I-405 bus rapid transit	For engagement with community members: • Will build on prior, pre-pandemic engagement from 2019-2020 • Metro will reintroduce the project to the community in 2025 • Engagement materials in seven languages For engagement with project partners: • Metro will engage with SDOT on partnership options and a delivery model for construction • Metro will engage with WSDOT and Sound Transit to coordinate design elements along the corridor

4. The status of and planned timeline for environmental review.

K Line Environmental Review	R Line Environmental Review
• Metro will work with consultant KPFF on required NEPA and SEPA[33] documents • Goal is to reach 10% design in 2025 • After these are complete, will develop Area of Potential Effects documentation and FTA Section 106 memo • Goal is for final design 2025-2027 and construction 2028-2030	• In 2020, Metro worked with consultant Parametrix on required NEPA and SEPA documents • In 2025, Metro will develop Area of Potential Effects documentation, a NEPA categorical exclusion worksheet, and an FTA Section 106 memo • Goal is for final design 2025-2027 and construction 2028-2031

5. The status of and planned timeline for preparation and submittal of grant applications.

K Line Grant Applications	R Line Grant Applications
• Will work with Kirkland and Bellevue on corridor improvements • Will work with FTA prior to 30% design milestone to apply for Small Starts grant funds (Metro has received $10 million already from Small Starts for project planning) • Planning to apply for FTA Congestion Mitigation and Air Quality (CMAQ) grant for 2025-2026 biennium • Planning to apply for FTA Section 5307 formula funds for the 2029-2030 biennium	• Will work with SDOT on jurisdictional partner contributions • Will work with FTA prior to 30% design milestone on Small Starts grant application • Planning to apply for FTA Section 5307 formula funds for 2027-2028 biennium (Summer 2025) • Planning to apply for WSDOT Regional Mobility Grant application (2026)

[33] SEPA = State Environmental Policy Act

6. The anticipated timeline for major project milestones, including estimates for the start of construction and the start of service.

K Line Milestones	R Line Milestones
• 2025: Completion of 10% design • 2025-2027: Final design phase • 2028-2030: Construction phase • 2030: K Line service launch	• 2024: Completion of updated 10% design • 2025-2027: Final design phase • 2028-2031: Construction phase • 2031: R Line service launch

Next steps. Approval of Proposed Motion 2024-0213 would accept the RapidRide Prioritization Plan. This legislation has been designated a non-mandatory dual referral and will be considered by the Council's Transportation, Economy & Environment (TrEE) Committee following action by the RTC.

ATTACHMENTS

1. Proposed Motion 2024-0213 and its attachment
2. Transmittal Letter

LINKS

- Appendix A: Prioritization Framework (link)
- Appendix B: Methods & Assumptions (link)
- Appendix C: Alignment Evaluation (link)
- Appendix D: Corridor Reports (link)
- Appendix E: Evaluation Results and Weighting Approaches (link)

INVITED

- Pierce Canser, Supervisor, System Expansion and Integration, Metro Transit Department
- Erik Rundell, Transportation Planner, System Expansion and Integration, Metro Transit Department
- Corey Holder, Transportation Planner, System Expansion and Integration, Metro Transit Department

KING COUNTY

Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Motion

Proposed No. 2024-0213.1 **Sponsors** Mosqueda

A MOTION accepting a RapidRide Prioritization Plan report as called for by Ordinance 19367, Section 6.B., which report includes an update on the status of the planning and design of the RapidRide K and R lines, in response to Ordinance 19546, Section 114, Proviso P4.C.

WHEREAS, Ordinance 19367, Section 6.B.,which approved the 2021-2031 King County Metro Strategic Plan for Public Transportation, the King County Metro Service Guidelines and Metro Connects – King County Metro's Long Range Plan, states that a RapidRide prioritization plan shall be transmitted by June 30,2024, for acceptance by motion, which shall include:

1. Corridor evaluations of RapidRide corridors based on the five factors used in Metro Connects, which are equity, sustainability, service demand, capital, and implementation;

2. Preplanning level of studies of candidate corridors that consider route alignment, capital investment needs and cost estimates;

3. A description of stakeholder engagement with community members, affected jurisdictions and partner agencies; and

4. A list of the RapidRide candidate lines organized by tier, with a description of the priority level, and

WHEREAS, the 2023-2023 Biennial Budget Ordinance, Ordinance 19546, Section 114, Proviso P4.C., further states that the information required by Ordinance 19367 shall include an update on the status of the planning and design of the RapidRide K and R lines, including:

1. The efforts that have been undertaken or are planned to be undertaken during 2023 and 2024 to advance planning and design, including an estimate of the current level of design;

2. Tasks planned to be undertaken during 2025 and 2026 to advance planning and design;

3. Engagement and coordination efforts with community stakeholders, local jurisdictions and agency partners on planning and design efforts, including on the development of a recommended alignment;

4. The status of and planned timeline for environmental review;

5. The status of and planned timeline for preparation and submittal of grant applications; and

6. The anticipated timeline for major project milestones, including estimates for the start of construction the start of service;

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

The council accepts the RapidRide Prioritization Plan report, including

information on the status of the planning and design of the RapidRide K and R lines, all in Attachment A to this motion.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

_____

Dave Upthegrove, Chair

ATTEST:

_____

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of _____, _____.

_____

Dow Constantine, County Executive

Attachments: A. RapidRide Prioritization Plan, June 28, 2024

RapidRide Prioritization Plan

June 28, 2024

King County

I. Contents

II. Proviso Text

In December 2021 the King County Council adopted an ordinance relating to public transportation that updated the King County Metro Strategic Plan for Public Transportation, the King County Metro Service Guidelines, and Metro Connects - King County Metro's Long-Range Plan; and set requirements for reporting and updates. This ordinance required the creation of a RapidRide Prioritization Plan to determine the specific candidates to be prioritized as part of the Metro Connects interim network. The Council passed the ordinance on Dec. 7, 2021, following review by the Regional Transit Committee (RTC) – a body of local elected officials -- and the Mobility and Environmental Committee in November 2021.

Specifically, the ordinance[1] calls for:

A RapidRide prioritization plan, which shall be transmitted by June 30, 2024, for acceptance by motion, and which shall include:

1. *Corridor evaluations of RapidRide candidate corridors based on the five factors used in Metro Connects, which are equity, sustainability, service demand, capital and implementation;*
2. *Planning level studies of candidate corridors that consider route alignment, capital investment needs and cost estimates;*
3. *A description of stakeholder engagement with community members, affected jurisdictions and partner agencies; and*
4. *A list of the RapidRide candidate lines organized by tier, with a description of the priority level.*

Additionally, Ordinance 19546, Section 114, Proviso P4[2] requires:

A. Of this appropriation, $500,000 shall not be expended or encumbered until the executive, first, provides a briefing for the regional transit committee or its successor on progress on the planning and design of the RapidRide K and R lines, and second, including in the RapidRide prioritization plan, which is required by Ordinance 19367, information required by this proviso on the progress on the planning and design of the RapidRide K and R lines. The day after the briefing required by this proviso is given, $250,000 shall be released for encumbrance or expenditure. Upon passage of the motion accepting the transmitted RapidRide prioritization plan, $250,000 shall be released for encumbrance or expenditure.

B. The Metro transit department should provide a briefing to the regional transit committee or its successor no later than November 30, 2023, on progress on the planning and design of the RapidRide K and R lines. The briefing shall include, but not be limited to, the following information for each RapidRide line:

1. *The efforts taken during 2023 to advance planning and design, including an estimate of the current level of design;*

[1] Ordinance 19367, Section 6.B, King County Metro Transit Department, December 7, 2021.

[2] Ordinance 19546

2. *Tasks planned to be undertaken during 2024 to advance planning and design;*

3. *Engagement and coordination efforts with community stakeholders, local jurisdictions and agency partners on planning and design efforts, including on the development of a recommended alignment;*

4. *The status of and planned timeline for environmental review;*

5. *The status of and planned timeline for preparation and submittal of grant applications; and*

6. *The anticipated timeline for major project milestones, including estimates for the start of construction and the start of service.*

C. Ordinance 19367 requires the executive to transmit a RapidRide prioritization plan by June 30, 2024, for acceptance by motion, that will organize RapidRide candidate lines into tiers by their priority and potential timeframe for implementation. The Metro Connects long-range plan that was adopted by Ordinance 19367 states that the RapidRide K line and the RapidRide R line have been identified as the next RapidRide lines to be implemented and therefore have already been prioritized. However, to provide a comprehensive overview of the Metro transit department's efforts in planning for and developing future RapidRide lines, the RapidRide prioritization plan, as transmitted, should include not only the information required by Metro Connects and Ordinance 19367, but also an update on the status of the planning and design of the RapidRide K and R lines. Therefore, the RapidRide prioritization plan shall include information on the RapidRide K and R lines including but not be limited to, the following information for each RapidRide line:

1. *The efforts that have been undertaken or are planned to be undertaken during 2023 and 2024 to advance planning and design, including an estimate of the current level of design;*

2. *Tasks planned to be undertaken during 2025 and 2026 to advance planning and design;*

3. *Engagement and coordination efforts with community stakeholders, local jurisdictions and agency partners on planning and design efforts, including on the development of a recommended alignment;*

4. *The status of and planned timeline for environmental review;*

5. *The status of and planned timeline for preparation and submittal of grant applications; and*

6. *The anticipated timeline for major project milestones, including estimates for the start of construction and the start of service.*

III. Executive Summary

Background

Expansion of the RapidRide arterial bus rapid transit network is a high priority for King County. RapidRide is an integral part of the region's high-capacity transit network that improves mobility along major corridors and connects key destinations and regional growth centers. Metro Connects, King County Metro's long-range plan, envisions an expansion of the RapidRide network and identifies candidate corridors as part of the interim and 2050 transit networks. The RapidRide Prioritization Plan uses an evaluation framework, leading with racial and social equity and environmental sustainability, to prioritize the candidate corridors as part of the Metro Connects interim network, which is tied to the expansion of Sound Transit Link light rail to Ballard currently planned for 2039.

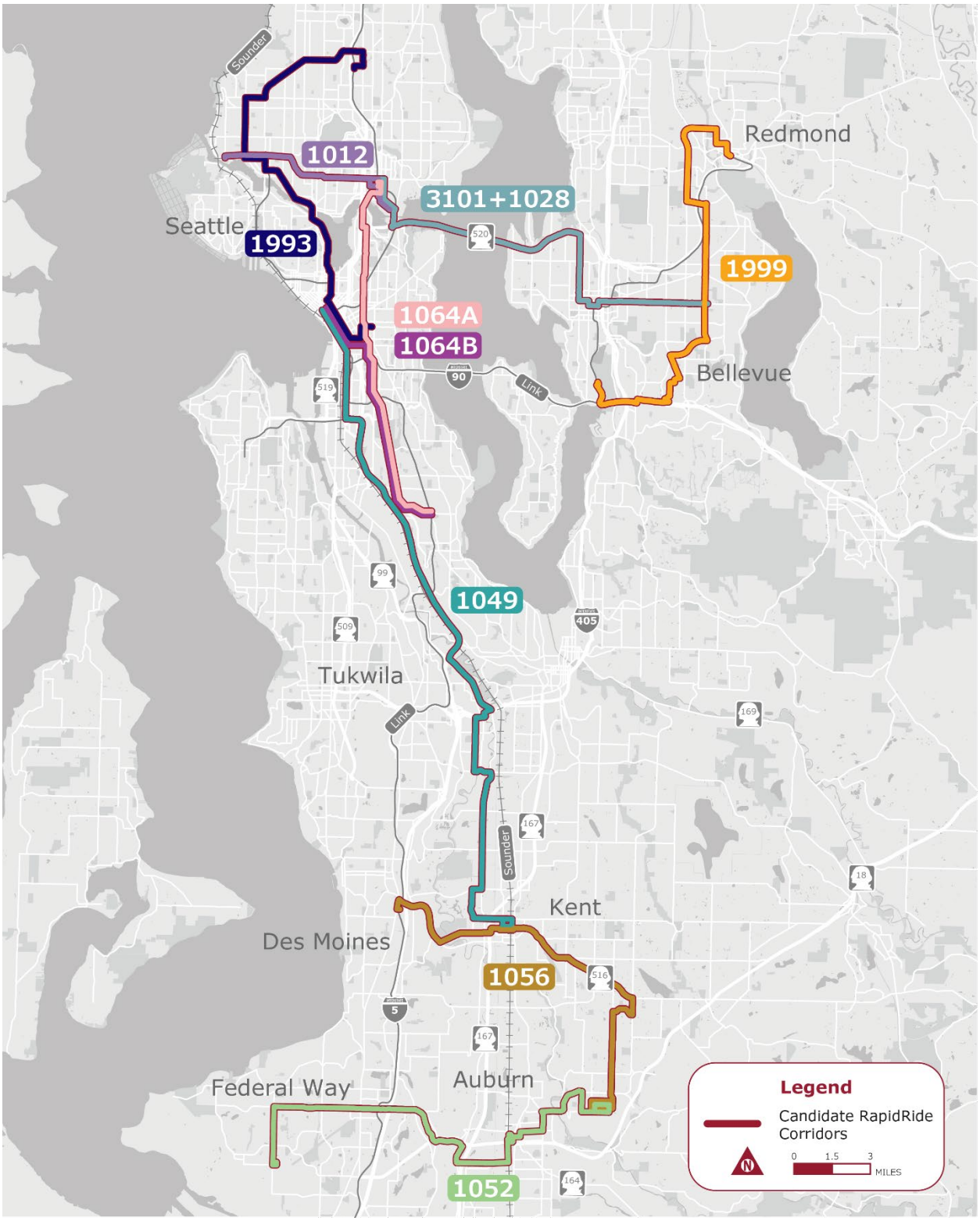
This document provides an overview of the prioritization framework, the process to develop corridors to a sufficient level of detail for analysis, and the resulting prioritization.

Metro identified eight candidate RapidRide corridors as part of this prioritization, with two alignment options for one corridor (1064). All nine alignment options are listed in Table 1.

Table 1. Metro Connects Interim Network RapidRide Candidate Corridors

Corridor	Candidate Description	Location	Current (2024) Equivalent Route(s)
1012	New line	Ballard, Wallingford, Seattle Children's Hospital	44
1049	New line	Seattle Central Business District (CBD), Southcenter, Kent	150
1052	New line	Twin Lakes, Federal Way, Auburn, Green River College	181
1056	New line	Highline College, Kent, Green River College	165
1064A	New line	University District, Beacon Hill, Othello	36, 49
1064B	New line	Seattle CBD, International District, Beacon Hill, Othello	36
1993	New line	Northgate, Ballard, Seattle CBD	40
1999	Modification	Redmond, Overlake, Crossroads, Eastgate	B Line, 226
3101+1028	Modification	University District, Bellevue, Crossroads	B Line, 271

Figure 1. Metro Connects Interim Network RapidRide Candidate Corridors



Ordinance Direction

The RapidRide Prioritization Plan is a requirement from Ordinance 19367 passed by Council on December 7, 2021. The ordinance[3] calls for the plan to include:

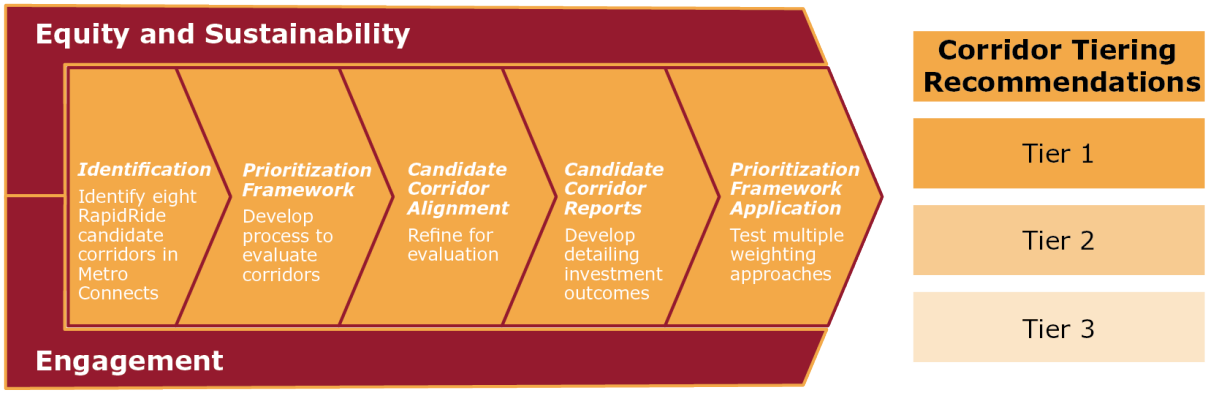
1. *Corridor evaluations of each RapidRide candidate;*
2. *Studies of each candidate corridor;*
3. *Stakeholder engagement summary; and*
4. *Candidates grouped into tiers for prioritization.*

Prioritization Process

In the evaluation of RapidRide candidate corridors, Metro prioritized racial and social equity and environmental sustainability to align with Metro's core values and adopted policies. Metro used updated evaluation factors (equity, environmental sustainability, service, capital needs, implementation) from the 2021 Metro Connects RapidRide assessment, which identified the RapidRide candidates to include in the interim and 2050 networks. These five factors were used to develop a new and more complete prioritization framework with 21 measures for prioritizing the interim network candidates.

Metro used this prioritization framework to organize RapidRide candidate corridors into three priority tiers, which guide Metro in setting future RapidRide funding, planning, design, and implementation timelines (Figure 2 illustrates the process). Tier 1 RapidRide candidates are the highest priority for development as part of the interim network, but these lines are not currently funded and development would be subject to future available funding being identified through the budget process, as well as delivery capacity. Tier 2 candidates are next to be developed for the interim network if additional funding or development capacity becomes available. Tier 3 contains candidate corridors not prioritized for development as part of the interim network; instead, these corridors would be RapidRide candidates in the 2050 network.

Figure 2. RapidRide Prioritization Process



[3] Ordinance 19367, Section 6.B, King County Metro Transit Department, December 7, 2021.

Engagement

The RapidRide Prioritization Plan was developed largely as an internal, technically focused process. Engagement conducted during the study focused on technical experts within Metro and technical staff at municipal partner agencies. Metro also sought input from the Mobility Equity Cabinet to ensure the process centered equity and sustainability. The following is an abbreviated summary of stakeholder engagement activities:

1. **Internal stakeholders**. The study team coordinated regularly with Metro work groups responsible for planning, operations, finance, government relations, capital project development, and other key aspects of RapidRide project delivery and operation.
2. **The Equity Cabinet.**[4] Metro staff met with the Equity Cabinet in the Spring of 2023 to introduce the study, during the Fall of 2023 to gain input on the prioritization framework and approach, and again during the Spring of 2024 to review draft prioritization results.
3. **Jurisdictional partners.** The candidate corridors impact seven jurisdictions: Auburn, Bellevue, Federal Way, Kent, Redmond, Seattle, Tukwila. Metro met with city staff from every jurisdiction that has a candidate corridor and elected officials on the Regional Transit Committee, representing almost every jurisdiction with a candidate corridor to review study results at key milestones. City staff and elected officials were informed of and given the chance to provide input through individual meetings and through participation in Regional Transit Committee meetings (or staff level follow-up meetings).

Candidate Corridor Definition

To ensure candidate RapidRide corridors were considered thoroughly, extensive technical work was conducted to identify representative alignments, including termini and key transit system connections, and representative route details such as speed and reliability treatments, station locations, and service levels. The minimum RapidRide standards[5] were the basis for assumptions about the representative details of each RapidRide candidate. While each candidate corridor has certain unique needs and thus some differing elements proposed for potential upgrades to RapidRide, the standards reduced variation between corridors and ensured a more reasonable evaluation.

[4] In 2019 Metro first convened the Equity Cabinet—a group of leaders from historically underserved and underrepresented communities including, but not limited to, low-income populations; Black, Indigenous and communities of color; immigrants and refugees; limited English-speaking populations; and people with disabilities. The group convened regularly throughout 2019 to co-create the Mobility Framework and continues to meet monthly in online meetings to discuss and provide feedback on proposed updates to Metro's policies. The Equity Cabinet's recommendations for the Mobility Framework were transmitted to the King County Council in October 2019 and adopted in March 2020.

[5] See the Appendix B: Methods and Assumptions for additional details.

Details of the approach used to develop representative alignments can be reviewed in Appendix C: Alignment Evaluation for Candidate Corridors and detailed assumptions about each corridor are available in Appendix D: Corridor Reports.

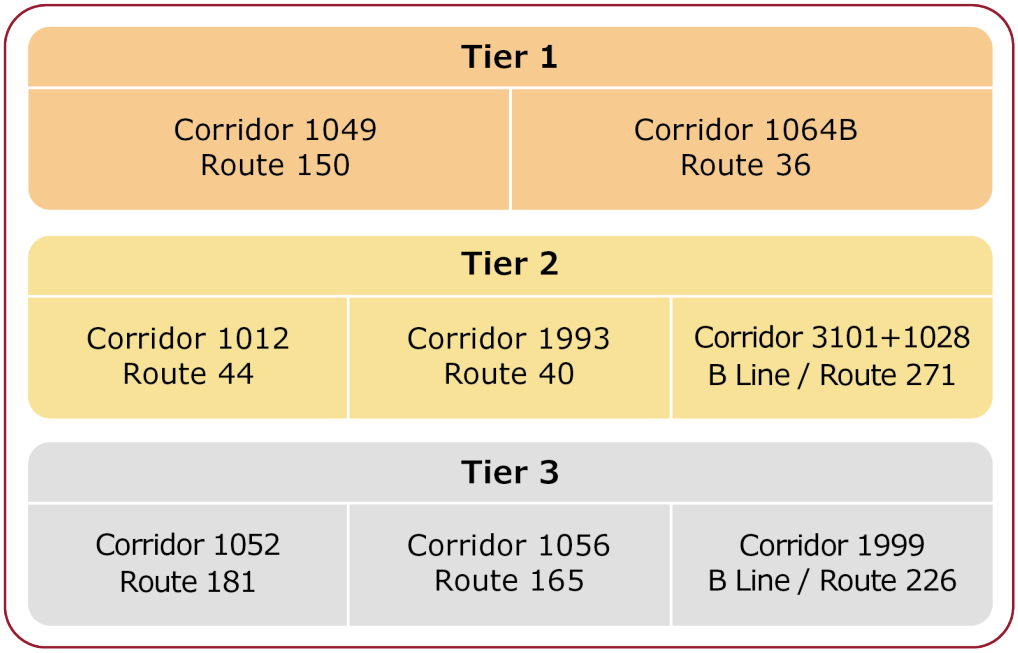
Prioritization Results

Metro used a data-based approach to prioritize candidate RapidRide corridors. The prioritization process included several steps, using inputs from key internal and external stakeholders.

- **Evaluation results finalized:** Metro subject matter experts reviewed preliminary evaluation results for each of 21 measures that were categorized into five core evaluation elements required by ordinance (equity, environmental sustainability, service, capital needs, implementation). The measures are listed in Table 3 (p. 23) and detailed in **Appendix A: RapidRide Corridor Prioritization Framework**.
- **Weighting approaches identified:** Metro staff provided input on weighting options and directed the project team to conduct sensitivity testing of four different approaches that put greater weight to equity and sustainability than the other evaluation categories.
- **Sensitivity tests conducted for four weighting approaches:** The results from sensitivity testing were presented to subject matter experts and the RapidRide Steering Committee (a cross departmental leadership forum that provides guidance and direction for the RapidRide program). Most weighting approaches produced similar results for corridor tiering, and all four ranked Corridor 1049 (Route 150) and Corridor 1064B (Route 36) as the top two. Weighting both equity and sustainability twice that of the other categories was identified as the preferred method, to align with Metro's core values and adopted policies.
- **Fiscal and capacity constraints determined:** Metro has fiscal and capital delivery capacity constraints, and none of these additional RapidRide lines are included in Metro's current 10-year planning assumptions. Given these constraints, Metro leadership provided guidance to include two corridors in Tier 1 that would be the priority if funding and capacity become available. Development of these corridors would be subject to future available funding being identified through the budget process, as well as a determination of delivery capacity.
- **Tiering developed:** The RapidRide Steering Committee approved the draft tiering sizes. Based on the fiscal and capacity constraints, two routes were included in Tier 1. Based on route scores, three routes were included in Tier 2. The remaining three routes were included in Tier 3.

Figure 3 shows the resulting tiers from the candidate corridor prioritization process.

Figure 3: RapidRide Candidate Corridor Tiers



Next Steps

The RapidRide Prioritization Plan provides guidance for Metro to advance RapidRide investments over the period representing the first phase of the Metro Connects interim network (2025 – 2039) as funding becomes available. Tier 1 corridors represent the most important opportunities to advance Metro's goals. In addition to RapidRide K Line and RapidRide R Line, the two Tier 1 corridors (1064B and 1049) support King County Metro policies set forth in key plans and policy documents.

Implementing RapidRide lines requires extensive coordination and partnership with, and investment by local jurisdictions. Jurisdictional commitments to RapidRide process and implementation are important for the success of a RapidRide line, as partnership is critical during planning and implementation stages with community engagement, permitting, design, and construction. As decisions about RapidRide implementation are made through future biennial budget processes and Capital Improvement Plans, Metro will engage with jurisdictional partners at the City of Seattle for Corridor 1064B (Route 36), and the cities of Seattle, Tukwila, and Kent for Corridor 1049 (Route 150). King County funding will likely be only one part of the overall funding strategy for future RapidRide lines, with additional local, state, and federal funding needed as well.

IV. Background

Department Overview

King County Metro Transit (Metro) is the Puget Sound region's largest public transportation agency. Metro provides bus, paratransit, vanpool, flexible services, and water taxi services, and operates Seattle Streetcar, Sound Transit Link light rail, and Sound Transit Express bus service. Metro is committed to providing safe, equitable, and sustainable mobility, and prioritizing service where needs are greatest.

RapidRide Program

RapidRide is Metro's arterial bus rapid transit service. RapidRide lines offer high frequency operation; faster, more reliable trip times using exclusive lanes and/or transit signal priority at intersections; improved shelter waiting areas, with off-board payment and real-time information at major stations; and branded buses and facilities with a unique ride and feel.

Metro currently operates seven RapidRide lines (A-F, H), and is developing five more lines (G, I, J, K, R) with opening dates anticipated between 2024 and the early 2030s. Work is underway on three of these next-generation lines (lines G, I, and J). The Council has adopted an alignment for each of these lines, with the G, I, and J lines planned for opening dates between 2024 and 2027. Metro has also initiated planning for two additional lines (lines K and R).[6] Metro's long-range plan, Metro Connects, which was first adopted in 2017 and updated in 2021,[7] shows an expansion of the RapidRide network as part of the interim and 2050 networks.

RapidRide Expansion

Expansion of the RapidRide network is a high priority for King County. RapidRide is an integral part of the region's high-capacity transit network that improves mobility along major corridors and connects key destinations and regional growth centers. RapidRide is a key program for Metro as it strives to increase system ridership and to meet priority climate and equity goals.

Completed in 2018, Metro conducted a planning process for the expansion of the RapidRide network called the RapidRide Expansion Program. The RapidRide Expansion Program established new, higher standards for RapidRide service that include minimum and desired level of investment to achieve a high level of service, speed, reliability, amenities, and innovations associated with the RapidRide brand. This work also conducted evaluations of six suburban corridors planned for RapidRide service to understand the scope, magnitude, and funding needs associated with each line. This RapidRide Prioritization Plan (RRPP) builds on technical approaches and the RapidRide operations and design standards developed in 2018.

Metro Connects, King County's long-range plan, was updated in December 2021.[8] Metro Connects envisions an expansion of the RapidRide network. The Metro Connects interim network assumes 13 to 15 total RapidRide lines, and the 2050 network assumes 19 to 23 total RapidRide lines. Metro Connects

[6] The G, H, J, and R lines were or are being developed collaboration with the City of Seattle.
[7] Ordinance 18449, since updated through Ordinance 19367. Additional study in Motion 14956
[8] Metro Connects: King County Metro Long-Range Plan

also calls for the reinvestment in Metro's six legacy RapidRide lines (A-F) to bring them up to the RapidRide standards and the development of the next generation Station Kit-of-Parts (updated shelters, signage, real time arrival information signs, etc.) as part of the RapidRide Expansion Program.

The Metro Connects update moved to a programmatic approach for identifying future RapidRide lines. Instead of identifying a prioritized list of routes or corridors to be developed as RapidRide lines, the plan identifies a pool of candidate lines for both the interim (through 2039) and 2050 networks. The interim network would invest in eight corridors, and the 2050 network would invest in nine corridors. The corridors would include new RapidRide lines or significant modifications to existing RapidRide lines.

One of the candidate corridors – 1064 (University District, Beacon Hill, Othello) – would be a combination of Routes 36 and 49 through First Hill. During the early RapidRide Prioritization Plan process, the study team recognized concerns about eliminating a direct bus connection between equity priority neighborhoods in Southeast Seattle, the International District, and Downtown.

The study team determined that corridor 1064 should include two candidate corridor options for study. The first option would use the corridor as identified in Metro Connects by combining Routes 36 and 49, and the second option would use the alignment of the existing Route 36, terminating at the north end of Downtown Seattle. This allowed the team to evaluate the benefits and costs of both alignment options. Both alignment options were fully developed, analyzed, and included in the prioritization process. However, only the best performing option, the existing Route 36 alignment, was carried forward in the recommended tiers.

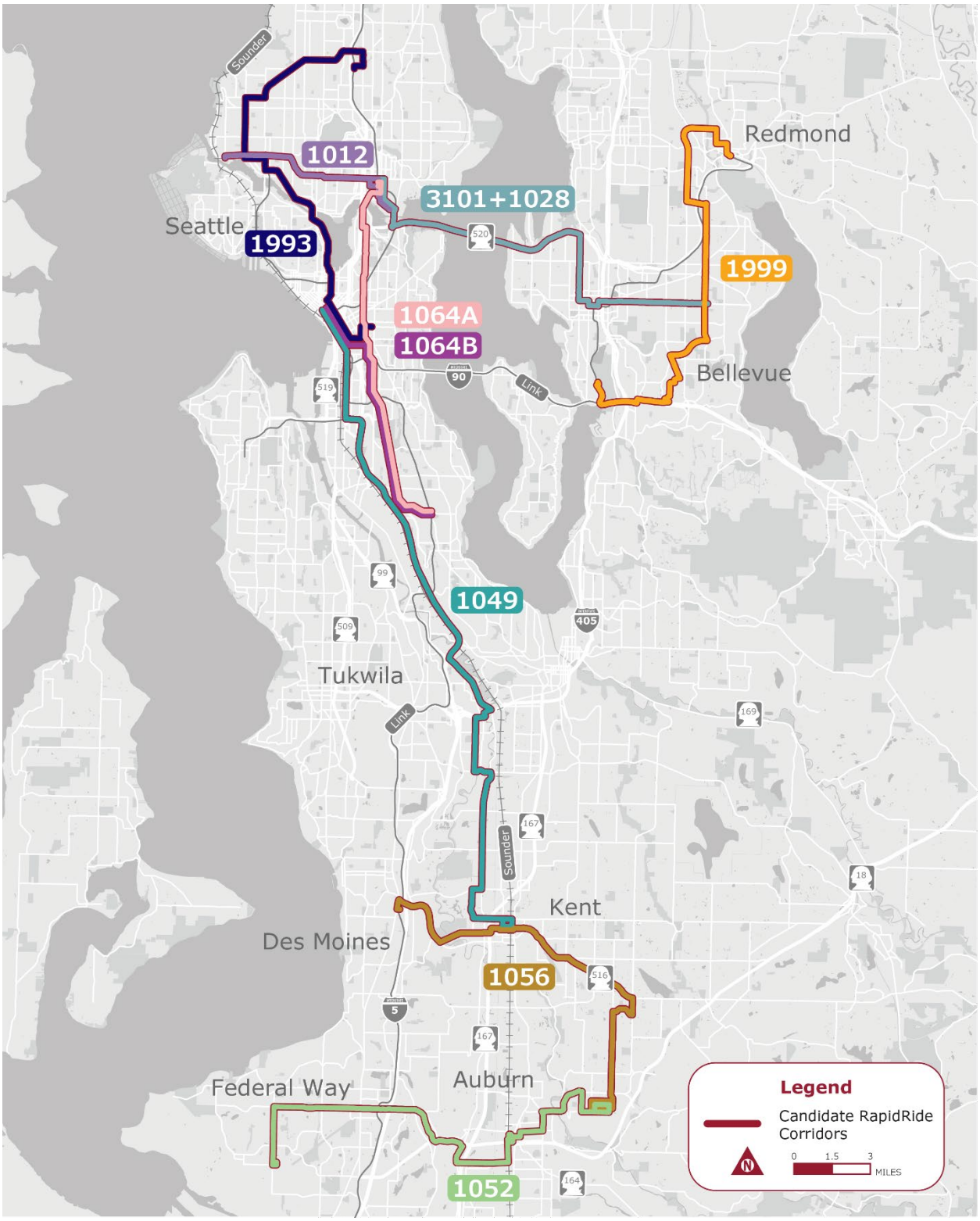
The candidate corridors included in the RapidRide Prioritization Plan are listed in Table 1 and shown in the map in Figure 1.

Table 1. Metro Connects Interim Network RapidRide Candidate Corridors

Corridor	Candidate Description	Location	Current (2024) Equivalent Route(s)
1012	New line	Ballard, Wallingford, Seattle Children's Hospital	44
1049	New line	Seattle Central Business District (CBD), Southcenter, Kent	150
1052	New line	Twin Lakes, Federal Way, Auburn, Green River College	181
1056	New line	Highline College, Kent, Green River College	165
1064A	New line	University District, Beacon Hill, Othello	36, 49
1064B	New line	Seattle CBD, International District, Beacon Hill, Othello	36
1993	New line	Northgate, Ballard, Seattle CBD	40
1999	Modification	Redmond, Overlake, Crossroads, Eastgate	B Line, 226

3101+1028	Modification	University District, Bellevue, Crossroads	B Line, 271

Figure 1. Metro Connects Interim Network RapidRide Candidate Corridors

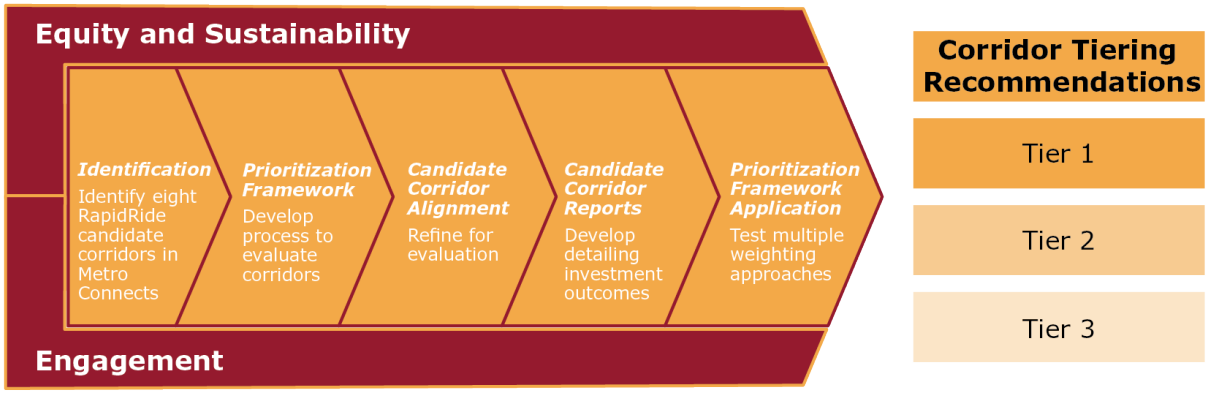


Methodology

This study developed a RapidRide Prioritization Plan to determine the number and specific candidate corridors to be prioritized for RapidRide service as part of the interim network after the K and R lines are developed. To do this, this study evaluated all the candidate corridors and conducted a pre-planning level corridor study for each. The corridor studies consider route alignment options, operations plans, capital investment needs, potential ridership, and planning level cost estimates and include supportive data for the evaluation of the candidate corridors.

The evaluation of the candidate corridors prioritizes racial and social equity and environmental sustainability. The study used updated evaluation factors (equity, environmental sustainability, service, capital needs, implementation) used in the Metro Connects RapidRide assessment and integrated them into a new and more complete prioritization framework. The prioritization framework organizes RapidRide candidate corridors into three priority tiers, which guide Metro in setting future RapidRide funding, planning, design, and implementation timelines. Tier 1 contains RapidRide candidates that are the highest priority for development as part of the interim network, and Tier 2 candidates will be next to be developed if additional funding or development capacity becomes available. Tier 3 reflects candidate corridors not prioritized for development as part of the interim network; these corridors would be RapidRide candidates in the 2050 network.

Figure 2. RapidRide Prioritization Process



Staffing and Resources

The RapidRide Prioritization Plan was led by Metro's System Expansion and Integration work group staff. Other divisions or work groups with active roles include:

- Speed and Reliability
- Transit Route Facilities
- Service Planning
- Government Relations
- Finance and Administration
- Capital

Metro staff were responsible for internal agency coordination, coordination with agency partners, and reporting to Metro leadership, the RapidRide Steering Committee, and the Regional Transit Committee (RTC).

Metro was supported by a consultant team consisting of Nelson\Nygaard Consulting Associates, Fehr & Peers, Parametrix, Concord Engineering, and HBB. The consultant team was responsible for developing the prioritization framework, candidate corridor details, candidate corridor studies, the prioritization analysis, this report, and other key technical work.

Stakeholder Engagement

The RapidRide Prioritization Plan is a technical study intended to fulfill a legislative request. As such, engagement focused largely on internal and agency stakeholders. Metro also has an extensive community engagement process during corridor planning and project development for each new RapidRide line.

Engagement for this study had three key components:

1. **Internal stakeholder engagement**. The study team coordinated regularly with Metro work groups listed in the "Staffing and Resources" section above. Staff from these groups reviewed key milestone deliverables such as the prioritization framework, candidate corridor reports, draft prioritization results, and the draft RapidRide Prioritization Plan.
2. The **Equity Cabinet** was consulted during the development of the RRPP providing important feedback on the prioritization framework and specific measures used to assess equity benefits for candidate corridors. Metro staff met with the Equity Cabinet in the Spring of 2023 to introduce the study, during the Fall of 2023 to gain input on the prioritization framework and approach, and again during the Spring of 2024 to review draft prioritization results.
3. **Jurisdictional partner engagement.** The following seven jurisdictions are impacted by candidate corridors in the RapidRide Prioritization Plan: Auburn, Bellevue, Federal Way, Kent, Redmond, Seattle, Tukwila. Metro met with city staff from each of these jurisdictions and elected officials from most of them as well. City staff and elected officials were informed of and given the chance to provide input through individual meetings and through participation in Regional Transit Committee meetings (or staff level follow-up meetings).

Basis for Analysis

Metro collected a broad range of information and used it to support the recommended prioritization plan. The study team worked closely with Metro staff responsible for the development of Metro Connects to ensure alignment between data sources and methodologies. The methods and assumptions for gathering and analyzing new and existing data are included in **Appendix B: Methods and Assumptions**. Candidate Corridor Reports, provided in **Appendix D: Corridor Reports**, include detailed assessments and analysis for each corridor considered in the RapidRide Prioritization Plan.

V. RapidRide Prioritization Plan

This subsection of the report includes content supporting the requirements set forth in the Ordinance requiring development of the RapidRide Prioritization Plan.

A. Candidate corridor definition for interim network corridors considered in the prioritization process.

B. Prioritization framework that leads with equity and sustainability.

C. Individual pre-planning studies for each candidate corridor are developed that describe cost and performance outcomes for a future baseline year and future build condition.

D. Results of corridor evaluation and measures against the prioritization framework.

E. Corridor tiers and draft recommendations for candidate corridor placement in each tier.

A. Candidate Corridor Definition

To ensure that potential future RapidRide investments were considered thoroughly in the RapidRide Prioritization Plan, the study team completed extensive technical work to identify a "representative alignment" for each RapidRide candidate corridor. The corridor alignments and termini included in Metro Connects were the basis for each of the candidate corridors, but the study also considered candidate's existing alignments and other viable options. The screening process to select a "representative alignment" for each candidate is described in **Appendix C: Alignment Evaluation for Candidate Corridors**.

The study team evaluated each candidate corridor using the representative alignment and defining features to create a pre-planning level study. These corridor studies considered factors that affect who is served, the quality of service, and the performance of the line, including: route alignment, operations plan, capital investment needs, potential ridership, and planning-level capital and costs. To ensure each candidate corridor was compared to the others on an equal standing, minimum RapidRide standards[9] were applied. These standards were used to develop corridor-specific recommendations for station spacing, service levels, bus lane coverage, and travel time savings. Although differences exist among corridors for each of these elements, the standards reduced variation and ensured a more reasonable evaluation.

Key elements of corridor definition are shown in Table 2, including the basis of definition from standards and guidance developed in Metro Connects and the addition of detail developed through this RapidRide Prioritization Plan.

[9] See the Appendix B: Methods and Assumptions for additional details.

Table 1. Candidate Corridor Features and Basis for Development

Candidate Corridor Feature	Metro Connects	RRPP	Basis	Detail
Alignment [Pathway of bus]	Conceptual	Identified potential alternatives	Screened based on criteria, including metrics related to operations, demographics, accessibility, infrastructure, and costs.	Corridor specific. See **Appendix C** for more details.
Termini [End points of routes]	Conceptual	Identified potential alternatives	Screened based on criteria, including key destinations, population, jobs, potential ridership, and ability to accommodate end-of-line facilities.	Corridor specific. See **Appendix C** for more details.
Station Locations	Guidance and standards	Recommended conceptual station locations	▪ Ridership by station ▪ Key destinations ▪ Transfer opportunities ▪ RapidRide standard for station spacing	Target for 1/3-to-1/2-mile station spacing
Speed and Reliability Treatments	Guidance and standards	Recommended transit priority treatments (i.e., transit lanes, queue jumps, transit signal priority, etc.)	▪ Observed transit delay (i.e., transit travel time variability) ▪ Right-of-way availability ▪ RapidRide standard for travel time improvement and bus lane coverage	Target for 20% travel time improvement
Service Levels	Guidance and standards	Recommended frequency and span	▪ RapidRide standards for frequency and service space	Minimum standard, with additional service for select corridors that were already above the minimum standard

Corridor maps in Section V-C show candidate corridor features, including the alignment, station locations, termini, and transit priority treatments.

Use of RapidRide Standards to Define Corridors

The minimum RapidRide standard was used to develop corridor details including station locations, speed and reliability treatments, and service levels.

Station Locations

The RapidRide standard identifies a preferred station spacing of every one-third to one-half mile. Wider station spacing (one-half to 1.0 mile) is acceptable in low-density corridor segments, where there are gaps in demand (due to land use), along limited-access roadways, or where topography prohibits access to the corridor. Narrower spacing as close as one-quarter mile is acceptable for individual station pairs where ridership demand or special access needs require it.

The study team used current and future ridership data, transfer needs, land use, and pedestrian and bicycle access conditions to identify the highest priority station locations. Additional stations were added between these priority stations to provide access along the corridor, while adhering to the one-third-to-half mile standard.

Speed and Reliability Treatments

Two RapidRide standards for bus speed and reliability were used to identify transit priority treatments along the corridor: (1) the share of centerline miles with bus or business access and transit (BAT) lanes (minimum standard of 40 percent, desired standard of 50 percent), and an end-to-end travel time reduction (target of 15 percent to 30 percent).

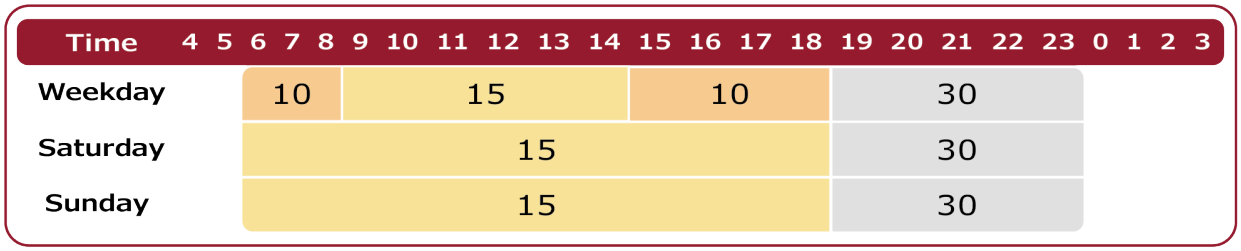
Most speed and reliability treatments identified along the candidate corridors include bus and BAT lanes. These were identified in locations where observed travel time variability and delay are highest, and where there was sufficient roadway space to accommodate the lanes (either through lane re-allocation, parking removal, or changing the orientation of paint lines demarking lanes).

Service Levels

Service levels include the headway (how many minutes between consecutive buses) and the span (hours of the day when service operates).

The minimum RapidRide standards for headway and span are shown in Figure 4. Based on this standard, RapidRide corridors are expected to operate from 6 am to midnight, seven days per week. During the day, service would operate at least every 15 minutes from 6 am to 7 pm. From 7 pm to midnight, service would operate every 30 minutes. On weekdays additional service would operate during peak hours to achieve service every 10 minutes.

Figure 4. RapidRide Minimum Service Levels



Most corridors have an existing frequency or span that is less than what is recommended for RapidRide. The study team assumed additional service for each hour of the day necessary to achieve the RapidRide standard. For lines with current service levels exceeding the standard, no additional service (and no reduced service) was assumed.

For some corridors, only a few additional trips were needed to achieve the standard, while other corridors required increased frequency in all service periods and/or additional service hours. For example, Corridor 1049 (Route 150) required 16 additional trips on weekdays, five additional trips on Saturdays, and eight additional trips on Sundays to achieve the target service levels for RapidRide. Corridor 1056 (Route 165), comparatively, required an addition of 39 trips on weekdays, 28 trips on Saturdays, and 44 trips on Sundays.

B. Prioritization Framework

Metro developed a prioritization framework to evaluate candidate corridors, facilitate a clear and transparent process for prioritizing RapidRide corridors into three implementation tiers, and serve as a tool for future planning and decision-making. The framework aligns with the direction provided in Ordinance 19367 by incorporating measures that align with the five factors used in Metro Connects (equity, environmental sustainability, service, capital needs, implementation).

A full description of the prioritization framework and approach to its development is included in **Appendix A: RapidRide Corridor Prioritization Framework.**

Process for Selection of Draft Prioritization Measures

To develop the prioritization framework, the study team compiled an extensive set of prioritization measures aligned to Metro's core values and operating standards. These included measures used during previous Metro projects, as well as some used by other agencies (Seattle Department of Transportation, LA Metro, San Francisco Municipal Transportation Agency) for similar bus rapid transit and high-capacity transit corridor prioritization processes. The study team subsequently condensed this list to categories and measures that were most reflective of Metro's core values of equity and sustainability, as defined in Metro Connects.

Using these values as a guide, the study team used the five categories identified in Ordinance 19367 to establish measures for the prioritization process (see Figure 5).

Safety was initially included as a potential evaluation category; however, the project team determined the level of analysis used to prioritize the corridors would not provide sufficient detail to accurately reflect the breadth of safety experienced by operators and rider and it was therefore not included as a category comparing the candidate lines. However, safety will be included as an important component of any RapidRide project that advances to project development. Once candidate corridors move into planning, design will seek to not only provide a safe operation of the route in traffic, but also will look for safety improvements for riders accessing and using stations. Safety needs and opportunities for improvement will be more accurately identified as projects move into planning and engage in more detailed conversations with community and jurisdictional partners.

Figure 5. Evaluation Framework – Core Evaluation Categories[10]

The study team refined the list of potential prioritization measures and aligned measures with the five core evaluation categories. For each measure, the study team identified an evaluation methodology and data sources to ensure candidate corridors could be analyzed fully and to reduce duplication. The study team focused on quantitative measures, which provided the greatest degree of transparency, and minimized ambiguity in the evaluation process. Some measures did require a qualitative assessment; in these cases, the study team carefully documented assumptions and considerations to provide a clear understanding of how conclusions were reached.

Prioritization Framework Engagement

The RapidRide Prioritization Plan is a technical study and prioritization process. As a result, it focused on stakeholder engagement, rather than public engagement. Metro values community input and has invested resources to ensure equitable engagement with King County residents. One of the first questions asked in such processes, is whether what is being asked of community members is going to have meaningful impact. In this case, the required technical emphasis of the study precluded meaningful opportunities for public to engage and thus, Metro decided against expanding its community engagement efforts to this project. Public involvement, however, will be an important part of future project development work for corridors that advance to project development.

The prioritization framework was developed early in the planning process to provide ample time and opportunity for input from key internal and external stakeholders. Stakeholder engagement focused in three areas:

[10] It is assumed that all RapidRide fleet will operate with zero-emissions vehicles (electric trolley bus or battery electric bus). The sustainability benefits associated with conversion of the existing diesel-hybrid fleet to zero-emissions technology will not be included in the prioritization process. Additionally, given the programmatic nature of Metro's planned transition to a zero-emissions fleet, only corridor-specific capital needs, such as an extension of overhead contact system infrastructure or route specific layover charging infrastructure, will be included in the conceptual cost estimates.

1. Metro Staff Engagement

Many Metro work groups have a role in planning, developing, delivering, operating, and maintaining RapidRide service and infrastructure. The study team engaged staff from several work groups, including:

- **System Expansion and Integration** – lead for RapidRide Prioritization Plan; provided input on future funding and agency capital delivery capacity.
- **Speed and Reliability** – provided input on measures related to service performance with a focus on transit priority treatments.
- **Transit Route Facilities** – provided input on measures related to station location and access, and layover facilities.
- **Service Planning** – provided input on measures related to service pathways, performance, and operations.
- **Government Relations** – provided input on overall framework and coordination with the Equity Cabinet, King County Council, and local jurisdictions.
- **Finance and Administration** – provided input on future funding viability, including federal funding competitiveness.
- **Capital** – provided input on capital cost estimates and agency capacity to deliver.

2. Jurisdiction Partner Engagement

The study team conducted 20 meetings in early 2024 with affected jurisdictions (Auburn, Bellevue, Federal Way, Kent, Redmond, Seattle, Tukwila) and Regional Transit Committee members and staff (Covington, Des Moines, Kirkland, Issaquah, Newcastle, Renton, Sammamish, Shoreline, and Snoqualmie) to provide an update on progress and receive feedback.

These meetings were held in three rounds. First, briefings were held with staff from all seven jurisdictions with a candidate line or lines within their city. Secondly, staff from the seven impacted jurisdictions had the opportunity to review and comment on the results of the detailed corridor assessments (i.e., the detailed analysis that informs the prioritization measures). Inputs from these local jurisdictions were considered in the development of the final framework as well as the assumptions used in defining the corridors. Thirdly, Metro met with members of the Regional Transit Committee (RTC) and staff from their jurisdictions to provide a preview of results prior to completion of the final report.

In addition, the study team presented to the Regional Transit Committee three times over two years to update local elected officials on the progress of the RapidRide Prioritization Plan.

While each jurisdiction's feedback was unique to their community, there was broad based interest in RapidRide investments from all, regardless of whether they had a candidate corridor or not.

3. Equity Cabinet Engagement

The study team presented the draft equity measures, and evaluation methodologies to the Equity Cabinet for consideration in September 2023. The equity measures included in Table 3 are reflective of Mobility Equity Cabinet inputs and subsequent study team discussion and technical exploration of suggested approaches.

Specific suggestions from the Equity Cabinet are listed below along with a description of how the study team assessed and incorporated each comment:

Equity Cabinet Suggestion: Consider inclusion of displacement risk as a measure.

Resolution: *A review of the Puget Sound Regional Council (PSRC) Displacement Risk Index[11], King County Comprehensive Plan update[12], and Seattle Department of Transportation's (SDOT) Transit Equity Framework[13] revealed that each framework uses several of the measures and/or data sets included in Metro's Equity Prioritization score. A corridor-level analysis of the Equity Priority areas is a critical measure used in the prioritization framework. Given the overlap with these and other draft RapidRide prioritization measures, including characteristics that are used to determine the Equity Prioritization score, it was determined that incorporation of these measures would result in a "double counting" across some data sets, potentially impacting the overall prioritization score for some routes.*

Equity Cabinet Suggestion: Incorporate the presence of subsidized housing as part of the analysis. This could be incorporated via the displacement risk or included as part of the Community Asset data set noted for several measures. Senior housing should also be incorporated as part of the subsidized housing dataset.

Resolution: *Subsidized housing in King County includes some locations that are only open to seniors and the disabled. Additionally, there are senior housing providers that do not provide reduced cost housing. Thus, including a general measure associated with the presence of senior housing could either duplicate data or incorporate facilities for which transit dependency is less prevalent. The study team included subsidized housing as one of the measures. Senior housing, however, was not included.*

Equity Cabinet Suggestion: Measures related to Equity Prioritization score and access to jobs were supported by many Equity Cabinet members. Community assets were also noted as important considerations.

Resolution: *These measures are included in the prioritization framework.*

Equity Cabinet Suggestion: Investigate including the share or number of households without a car as an equity measure.

Resolution: *Households may not have a car for a variety of reasons, including the choice to not own one. As such, the study team felt that the Equity Prioritization score, which incorporates U.S. census data associated with household income, provided a better reflection of populations who might not own an automobile for reasons other than choice. The U.S. Census category of "Population living at or below 200% below the federal poverty line" comprises 30 percent of a tract's Equity Prioritization score.*

Equity Cabinet Suggestion: Review the King County Comprehensive Plan equity analysis and the Seattle Department of Transportation's (SDOT) equity measures for consistency with Metro's proposed prioritization framework.

Resolution: *This review was completed, and adjustments made to improve alignment of RapidRide Prioritization Plan measures with these related frameworks.*

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[11] PSRC Displacement Risk Report
[12] King County Comprehensive Plan
[13] SDOT Transit Equity Framework

Prioritization Framework Detailed Categories and Measures

Table 3 summarizes the detailed measures included in the prioritization framework, including rationale and detail of the data and analysis methods.

Table 32. RapidRide Prioritization Measures

Measure Category	Type of Measure	Methodology/ Measure Description	Data Source(s)	Rationale
Equity	Equity Prioritization Score	Determine the average area of need score for Census Block Groups within a 1/2-mile of assumed stations	Metro Area of Need Score as described in the King County Metro Service Guidelines (November 2021)	Reflect Service Guidelines equity approach
	Density of community assets near the corridor	Number of assets per square mile of area within 1/2-mile of assumed stations	King County datasets including Common Points of Interest	Capture community destinations along each corridor
	Density of subsidized housing near the corridor	Number of subsidized units per square mile of area within 1/2-mile of assumed stations	King County Department of Community and Human Services; Regional Affordable housing Dashboard	Reflect corridor importance for serving subsidized housing
	Improved access to low-wage jobs for priority populations via transit	Comparative improvement in access to existing low-wage jobs per square mile within 45 minutes for priority populations within 1/2-mile of assumed stations, based on improved travel time and reduced waiting time with Bus Rapid Transit (BRT) implementation	PSRC land use forecast data and GTFS dataset	Assess whether corridor improvements would produce meaningful changes in access to low-wage jobs for priority populations
	Route resiliency	Weekday productivity in 2023 relative to weekday productivity in 2019 to determine corridors with more resilient ridership relative to amount of service provided; higher values suggest routes that provide essential travel	King County Metro ridership reports	Reflect routes where transit continues to provide an essential service

Measure Category	Type of Measure	Methodology/ Measure Description	Data Source(s)	Rationale
Environmental Sustainability	Forecast household and employment growth	Comparative change (2020 to 2050) of households and jobs within 1/2-mile of assumed stations per square mile	PSRC land use forecast data	Understand the relative changes in land use expected along each corridor; this reflects that corridors have different existing and forecast land use densities
	Greenhouse gas (GHG) emissions reductions	Average trip lengths from Sound Transit model and ridership gains/growth used to calculate change in Vehicle Miles Traveled (VMT). Regional factors associated with GHG emitted per mile used to estimate reduction in GHG emissions	Sound Transit Ridership model outputs: -Average trip lengths -Net new riders by corridor	Show how the conversion to RapidRide service would result in a reduction in GHG emissions based on changes in ridership, including a shift from automobile travel to transit use
Service	Existing speed relative to posted speed	Existing transit speed as a percent of the posted speed limit	Existing conditions as reported from Metro	Understand how existing routes perform based on transit travel speed to help inform comparisons of forecast performance
	Existing on-time performance	Percent of trips that arrive late for each RapidRide candidate corridor's equivalent existing route(s)	Metro Service Evaluation Reports	Understand on time performance to help inform comparisons of forecast performance
	Transit travel time savings	Percent decrease in total end to end roundtrip travel time compared to future baseline (no build)	Forecast transit speed improvements based on transit operational analysis (Synchro)	Demonstrate how potential investments can improve transit travel times and how effective they would be in achieving the RapidRide standard
	Impacts to general purpose travel time	Calculate estimated impacts to general purpose delay resulting from transit priority treatments	Existing traffic operations data and forecast operations (Synchro) for approach delays at key intersections	Understand the magnitude of impacts to general purpose traffic resulting from the potential transit performance investments

Measure Category	Type of Measure	Methodology/ Measure Description	Data Source(s)	Rationale
	Benefits/impacts to other transit routes	Net number of daily transit vehicle trips on other routes that would benefit from the assumed capital improvements on a RapidRide corridor due to shared alignments	Metro Connects 2050 network	Reflect the potential cumulative benefits or negative impacts of investments in RapidRide corridors
	Future forecast ridership	Forecast future daily weekday ridership	Sound Transit Ridership Model	Show the total forecast ridership increases resulting from the RapidRide investments
	Ridership gains	Change in daily weekday ridership in future forecast relative to future no build	Sound Transit Ridership Model for Link light rail	Show the relative forecast ridership change resulting from the RapidRide investments; this helps to distinguish the potential value of investments in each corridor, reflecting that corridors have different existing and forecast land use densities
	Future forecast productivity	Weekday ridership per revenue hour	Sound Transit Ridership Model for Link light rail and estimated service hours	Understand the efficiency of the corridor after the potential investments
	Change in systemwide ridership	Change in systemwide ridership in future forecast year relative to future no build	Sound Transit Ridership Model for Link light rail	Reflects the network-wide impact of the transit investment.
Capital Needs	Total project capital cost	Total capital costs, excluding fleet	Unit bid tabs, cost estimating methodology, standard cost estimating procedures	Capture total cost of potential investments for each corridor
Implementation	Future population and employment density	Future (2050) density of households and jobs within 1/2-mile of route alignment per square mile	Jurisdictional comprehensive plans	Assess the established support for transit supportive uses and densities in the communities served by the corridor

Measure Category	Type of Measure	Methodology/ Measure Description	Data Source(s)	Rationale
	Jurisdictional support for transit	Review local plans to determine supportive policies for non-motorized access to transit, transit priority investments (bus/BAT lane, TSP, queue jumps, etc.) and prioritizing transit over single-occupancy vehicles	Jurisdiction comprehensive and/or transportation plans	Assess the established support for transit operations in the communities served by the corridor
	Value of investment	Annualized capital cost plus net new annual operating cost, relative to the number of new annual riders	Sound Transit Ridership Model for Link light rail and estimated project capital costs	Understand the value of investment relative to ridership increases
	Operational efficiency	Annualized capital cost per new annual revenue hour	Estimated project capital costs and forecast revenue hours	Understand the value of investment relative to operational needs

C. Candidate Corridor Study and Reports

The RapidRide Prioritization Plan developed a pre-planning level study for each candidate corridor. For each of the eight candidate corridors (including two options for Corridor 1064), a corridor report was developed to detail the route alignment, evaluate equity and sustainability benefits, describe route operations, identify capital investment needs, detail modeling results for potential ridership, calculate planning level cost estimates, summarize the results of traffic analysis, and explain other key measures. Each corridor study offered a pre-design perspective on the corridor and serves as a basis for comparison.

Methods and Assumptions

The study team developed a Methods and Assumptions Memo in advance of the corridor studies to document the assumptions and methods that would be used to prioritize the corridors. The memo included methodologies for traffic analysis, estimating transit travel times, forecasting ridership, and calculating capital costs. It also included details such as data sources and methods, modeling tools, analysis years, and performance metrics.

Metro reviewed the memo and provided input on the measures and processes used to evaluate the corridors. Many of the analysis steps were time-consuming, which allowed for the methodology to be refined prior to the analysis and reduced the likelihood of revisions. The Methods and Assumptions Memo is available in **Appendix B: Methods and Assumptions**.

Candidate Corridor Reports

A comprehensive technical analysis is documented in corridor reports, one for each of the eight corridors (including separate reports for each of the two Corridor 1064 options). Each candidate corridor report includes sections that explain the corridor context, existing services, recommended RapidRide investments, and the expected outcomes of the future RapidRide service. The contents of the corridor reports are listed in Table 4. Table 43. Contents of Corridor Reports

Section	Description and Content
1. Project Background	Provides an overview of the entire RapidRide Prioritization Plan.
2. Corridor Overview	Describes the primary route or routes that serve the corridor, provides an overview of any alternate alignment options that were screened out, and identifies any changes made after the recommended alignment from the alignment screening process.
3. Transit Network	Describes the context of the corridor in relation to existing services, and to future services in the Metro Connects interim network.
4. Service Levels & Operations	Provides details on the RapidRide minimum standard service levels (span and frequency), existing service levels on the primary route along the corridor, what changes to span or frequency would be needed to achieve the RapidRide minimum standard, estimated future service hours, trips, and fleet needed to operate the service, and how this compares to existing service, and descriptions of the termini locations, and identification of any additional considerations such as capacity or charging infrastructure
5. Stations	Provides an overview of the existing stop spacing along the primary route, describes the RapidRide standard for station spacing, presents the proposed locations along the corridor, and provides estimates for station-level boardings and corresponding station typologies.
6. Speed & Reliability	Presents information about existing scheduled travel times, existing levels of delay and travel time variability, identifies locations and times when buses experience higher levels of delay, provides a list of recommended speed & reliability investments and the estimated travel time impact of those investments.
7. Boardings and Ridership	Describes the ridership trends of the corridor since Fall 2019 and the impacts of COVID-19, provides the observed boardings and alightings by station from Spring 2023, presents the forecast 2042 ridership by station for future build conditions, compares the projected corridor-wide ridership increase relative to future baseline conditions, and provides an estimate of future corridor productivity.
8. Equity and Sustainability	Identifies areas along the corridor where residents are more likely to be dependent on transit service, areas along the corridor where ridership was maintained at higher rates than the county-wide average after the onset of COVID-19 and provides an estimate of how future RapidRide service may impact access to jobs and greenhouse gas emissions reductions.
9. Traffic Conditions	Summarizes the future traffic conditions for select intersections based on the proposed speed and reliability investments.
10. Safety	Summarizes the reported crash history for all modes along the corridor, using data from 2018 through 2022. As noted above, these were not included in the scoring for the final plan because many more data points were needed to accurately reflect safety of a candidate corridor.
11. Planning Improvements	Provides a list of all documented projects that are planned, programmed, or funded along the corridor.
12. Capital Costs	Provides an estimate for the capital costs to build and implement RapidRide service along the corridor, based on stations, speed and reliability treatments, layover needs, trolley bus overhead contact system, and pavement restoration.
13. Environmental Screening	Summarizes the screening-level reporting on environmental conditions and potential areas of impact along the corridor.

Candidate Corridor Report Engagement

As noted above, Metro hosted one-on-one information sessions with impacted jurisdictions to present the conceptual alignment of the corridor and present the evaluation criteria. Third, after the corridor reports were drafted, Metro shared the reports for a high-level review, asking the local agencies to identify any major concerns, and ask questions to clarify any issues about the recommendations and evaluation. Their feedback was used to adjust some aspects of the recommendations, particularly if they were likely to have an impact on how candidate corridors were placed in tiers.

Representative Analysis

The following analysis represents a few of the 21 separate analyses used to prioritize candidate corridors. The candidate corridor summaries in the following sections provide additional performance measures for review. Many different measures were used in developing the final recommended prioritization. Each metric tells a unique story about each corridor, and not all metrics consistently show the same corridor as performing the best. Used in combination, however, the results help identify the corridors best suited for future RapidRide service. The analyses below are all based on key data used in the prioritization, but some use more accessible approaches to displaying the data.

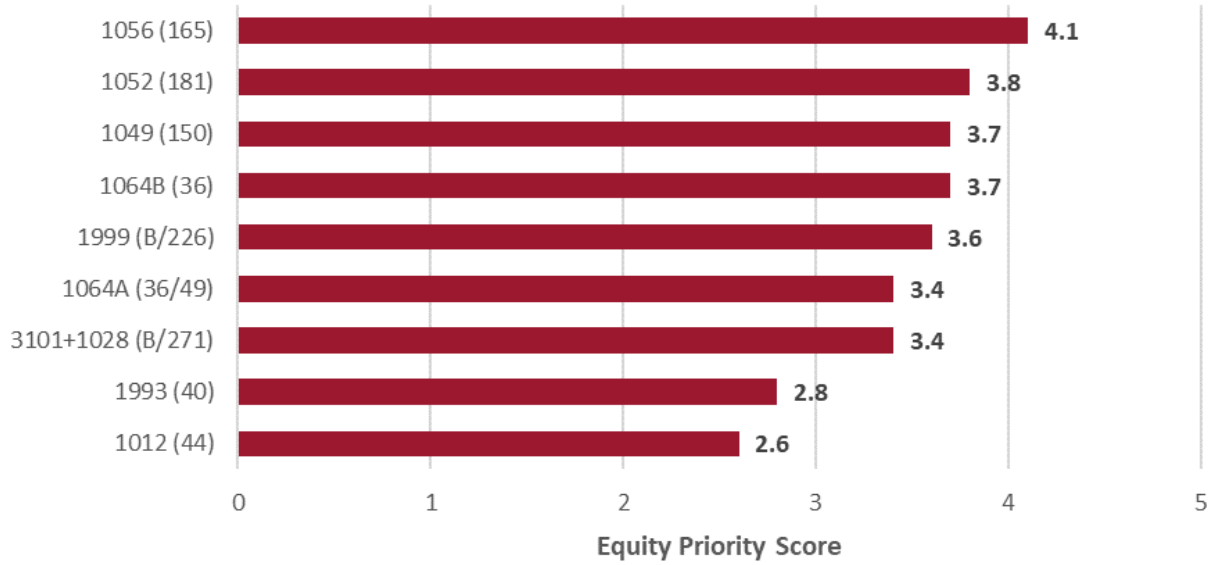
Equity Category: Equity Priority Areas

King County Metro developed an equity priority score to evaluate how various types of policies and investments benefit or impact priority populations.[14]

The priority score is a single composite score, ranging from one through five based on quintile. Higher values indicate a higher proportion of residents meeting the criteria. The average equity priority score for each corridor (based on areas within a half-mile of stations) is shown in Figure 6.

Many of the RapidRide candidate corridors scored high in this metric because equity priority score was a critical measure used during the Metro Connects process to identify the interim network.

Figure 6. Equity Priority Score by Corridor



Environmental Sustainability Category: Greenhouse Gas Emissions

All candidate corridors experience an increase in ridership compared to future no-build conditions. When increased ridership comes from people switching from vehicle modes, this is expected to result in reduced greenhouse gas emissions. The estimate of greenhouse gas emissions reduction is a result of multiplying the following three values together:

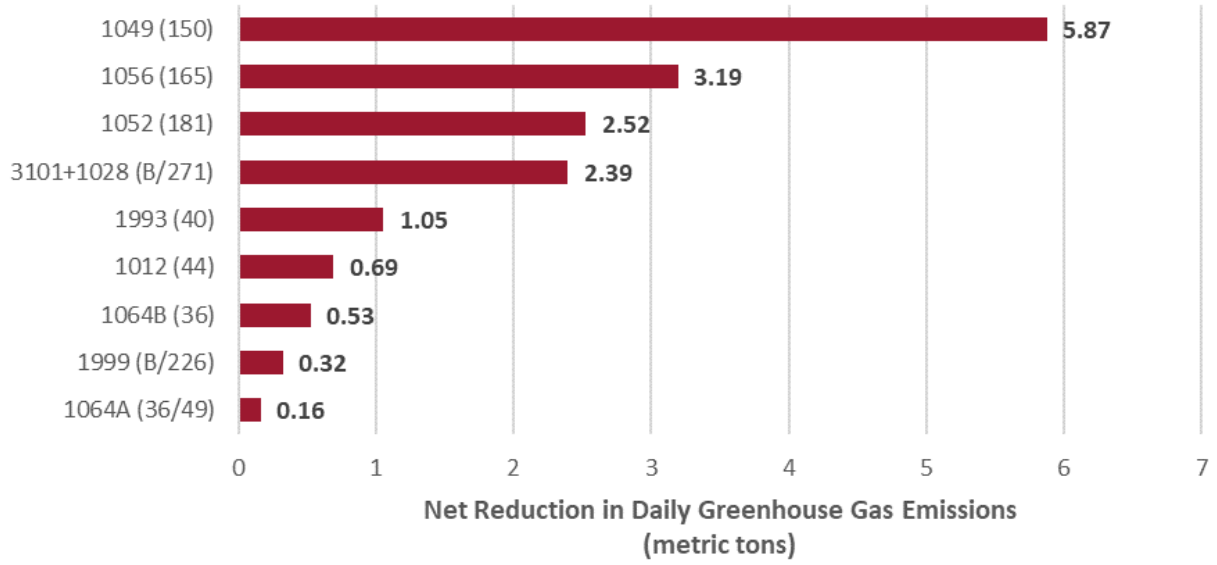
- Average passenger trip length from the Sound Transit ridership model
- Net change in ridership
- Average vehicle emissions factor (assumed in the Puget Sound Regional Travel Demand Model)

Figure 7 shows the estimated greenhouse gas emissions reduction by corridor. Corridors where passengers make many short trips, and where fewer passengers are switching from vehicle modes, are less likely to see a large decrease in greenhouse gas emissions. Corridor 1049 is likely to have the

[14] Priority populations include people with low income, Black, Indigenous and people of color, immigrants and refugees, people with disabilities, and members of limited-English speaking communities.

greatest reduction in greenhouse gas emissions because of the longer trip lengths and increase in ridership coming from passengers who are switching from vehicle modes. Comparatively, Corridor 1012, despite having high ridership per mile, has short trip lengths and many trips are currently made by transit users. Therefore, it is likely to see relatively small reductions in greenhouse gas emissions.

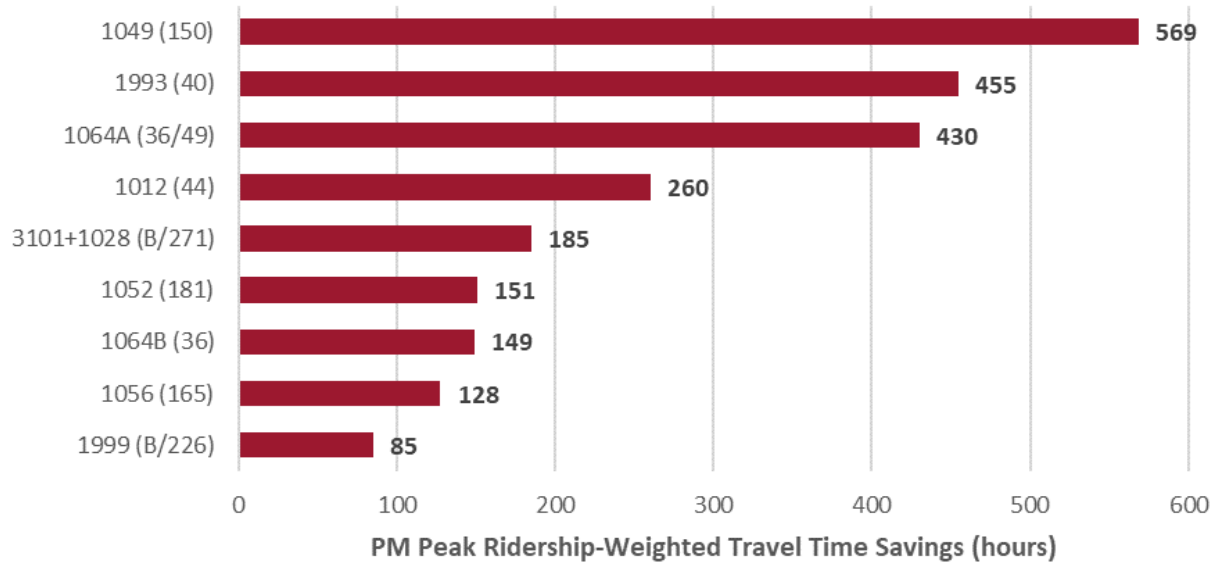
Figure 7. Greenhouse Gas Emissions Reduction by Corridor



Service Category: Travel Time Improvement

The reduction in travel time expected on each corridor is a result of additional transit priority and fewer stations. Proposed transit speed and reliability treatments reduce delay at intersections, bus lanes allow buses to bypass congestion, and transit signal priority reduces delay at traffic signals. Station consolidation and all-door boarding also speed up bus travel. Figure 8 shows the estimated ridership-weighted travel time savings during the PM peak hour (i.e., travel time savings on a PM peak hour roundtrip, weighted by the peak hour ridership). These estimates are conceptual and based on a high-level assessment of options to add transit priority. These were influenced by local jurisdiction review of the conceptual transit priority improvements in the corridor reports. Corridors 1049, 1993, and 1064A experience the greatest ridership-weighted travel time savings.

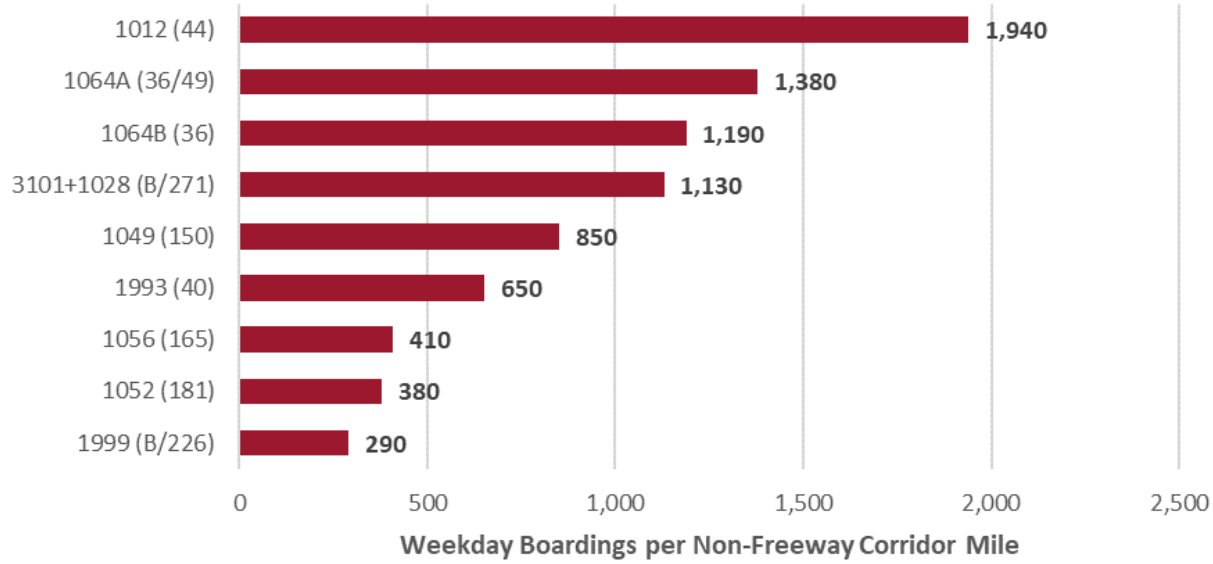
Figure 8. Travel Time Savings by Corridor



Service Category: Projected Ridership

The RapidRide investments in each corridor, including travel time reductions and increased service, are expected to increase ridership compared to a no-build condition where service remains the same on each corridor. The projected 2042 ridership, normalized by the corridor length (excluding freeway segments) is shown in Figure 9.

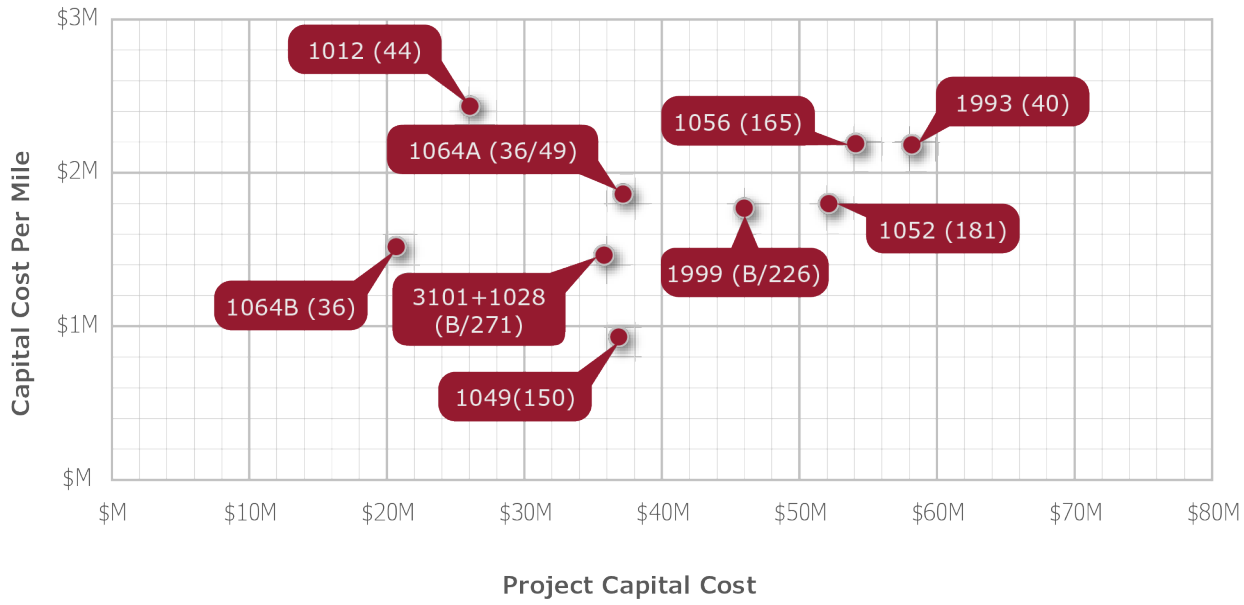
Figure 9. Projected Ridership per Corridor Mile by Corridor



Capital Needs Category: Project Costs

The cost to implement each of these corridors includes the cost for implementing speed and reliability treatments, building stations, adding infrastructure for overhead contact system, select paving improvements, and layover facilities. The cost of new vehicles is not included. Figure 10 shows the project capital cost on the x-axis, and the cost per directional mile of the corridor on the y-axis. Corridors 1064B, 1049, and 3101+1028 have the lowest capital costs and lowest cost per mile.

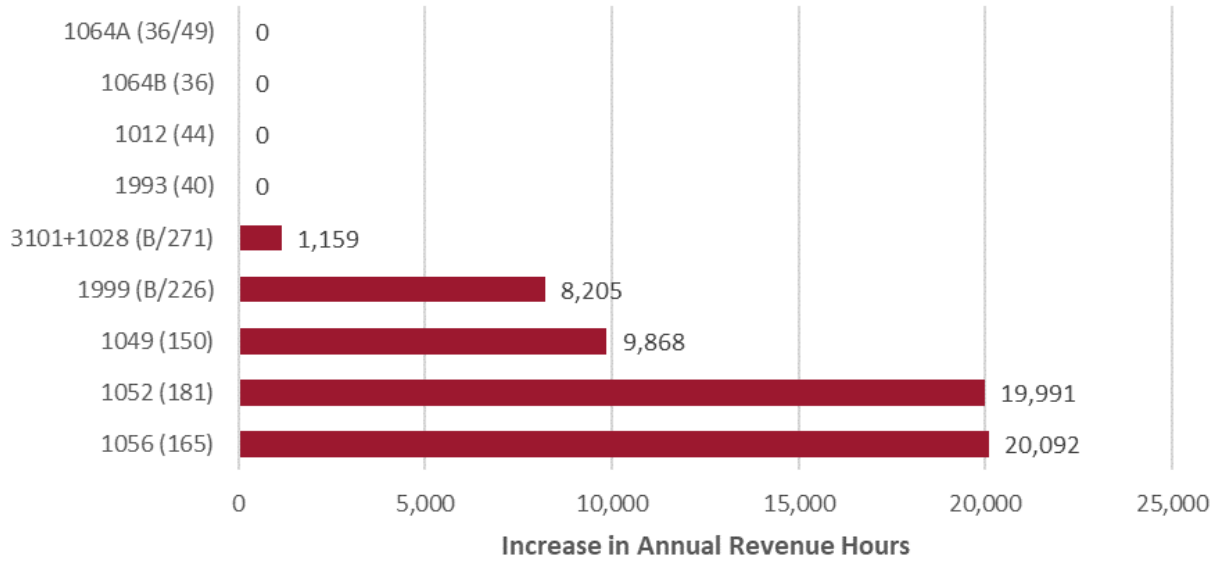
Figure 10. Estimated Project Capital Costs and Cost per Mile by Corridor



Implementation Category: Change in Annual Revenue Hours

Revenue hours are a measure of transit supply. A revenue hour represents a single bus in operation for one hour. The increase in frequency and span to achieve RapidRide standards would require additional service investment for most corridors. When coupled with reduced travel times, the impact on overall revenue hours for some, but not all corridors, increases. Figure 11 shows the additional annual revenue hours by corridor. Several corridors already meet or exceed RapidRide minimum service standards, suggesting that minimal or no additional service investment would be required. Corridors 1052 and 1056, however, would require substantial service investment to reach minimum RapidRide service level standards.

Figure 11. Increase in Annual Revenue Hours by Corridor



Corridor Summaries

Figure 12 through Figure 20 provide a graphic explanation of key RapidRide candidate corridor characteristics and the results of select prioritization measures (these measures do not represent the full prioritization framework).

Figure 12. Corridor 1049 (150) Corridor Summary

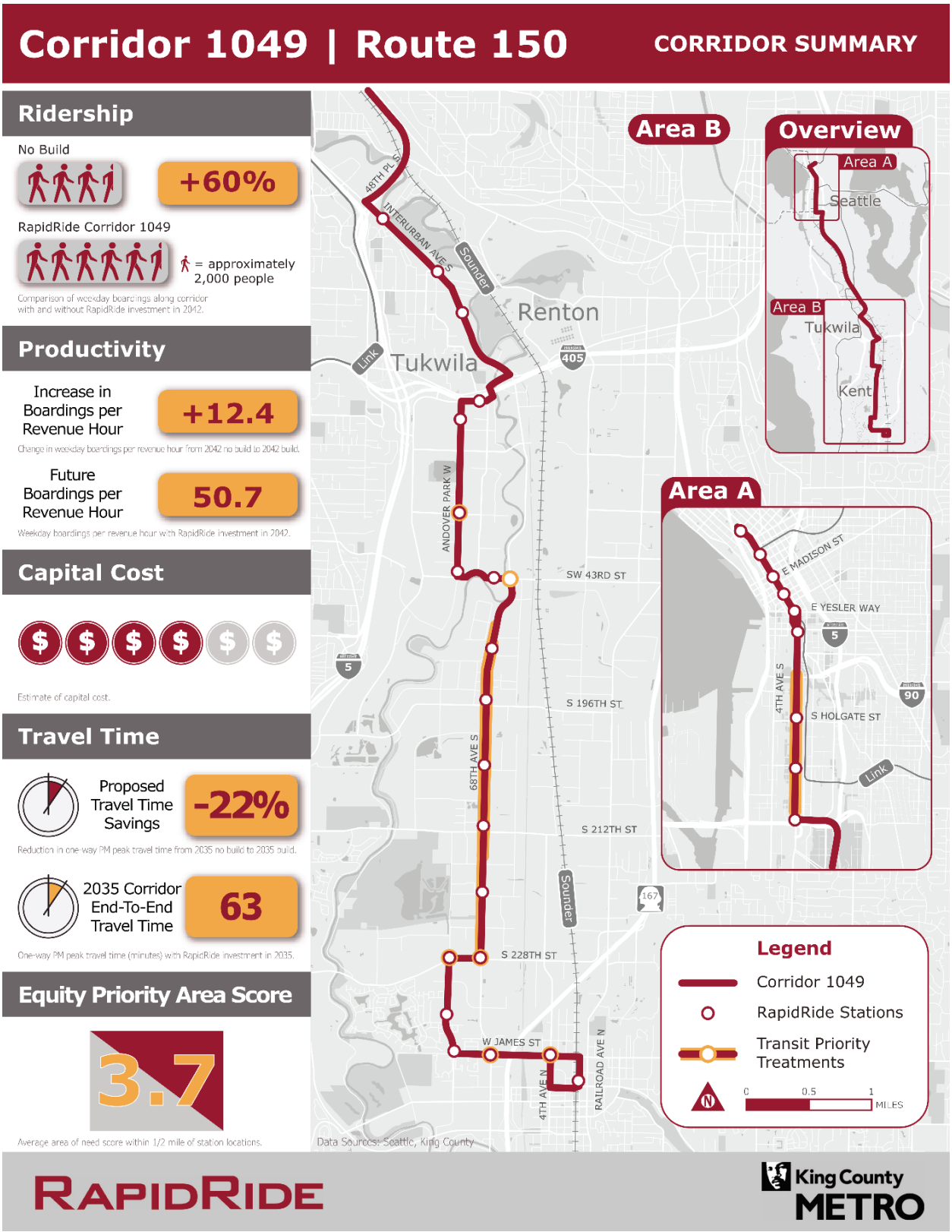


Figure 13. Corridor 1064A (36/49) Corridor Summary

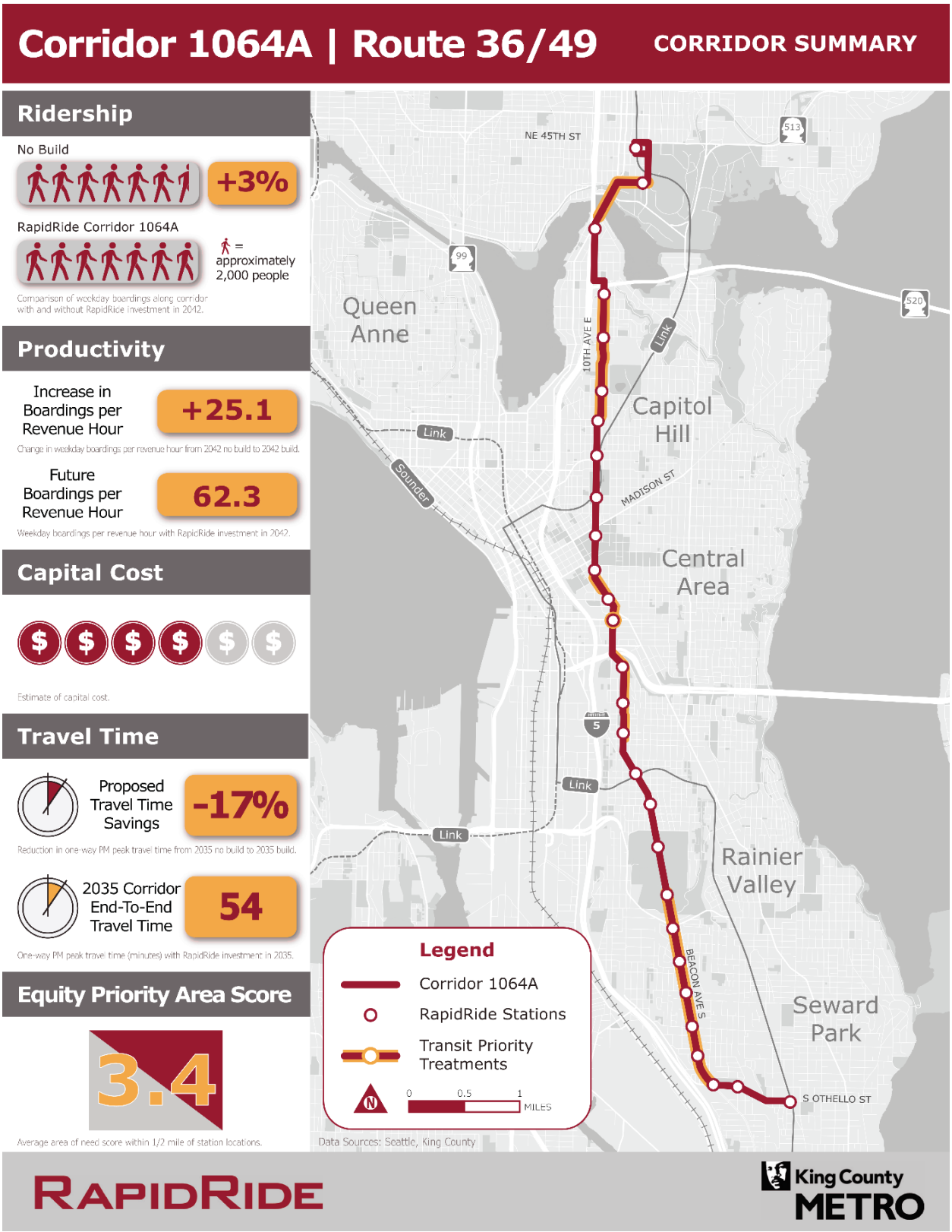


Figure 14. Corridor 1064B (Route 36) Corridor Summary

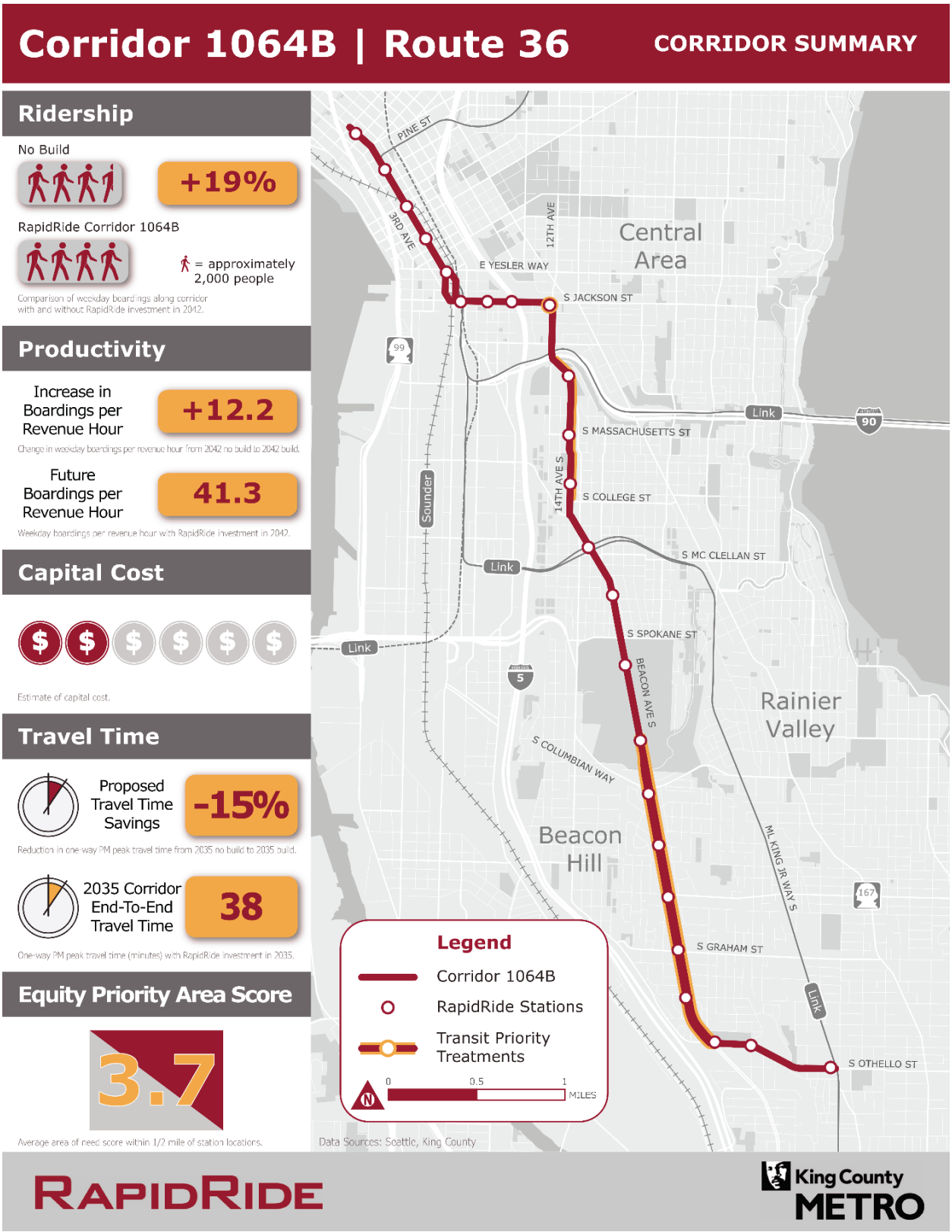


Figure 15. Corridor 1993 (40) Corridor Summary

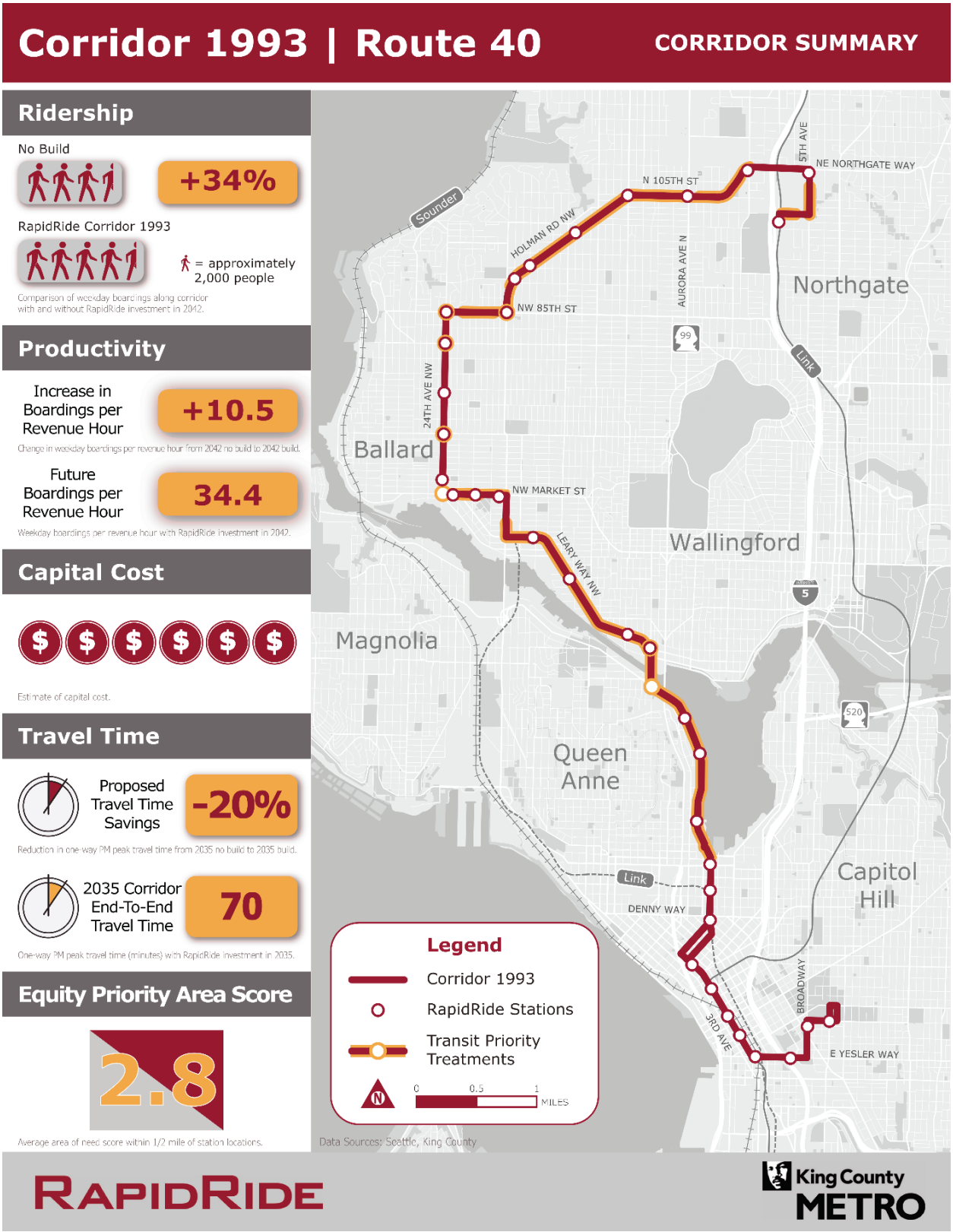


Figure 16. Corridor 1999 (B Line/226) Corridor Summary

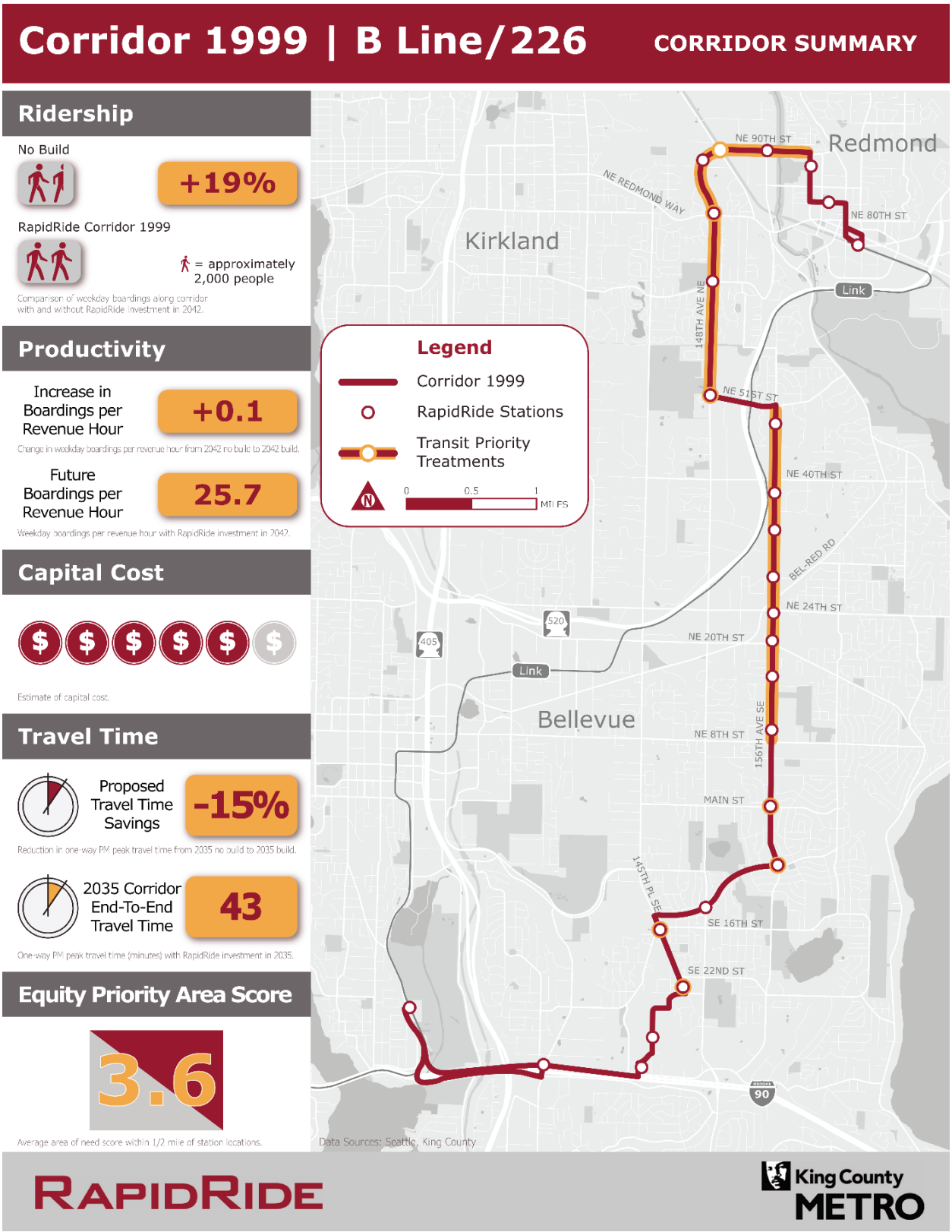


Figure 17. Corridor 1012 (44) Corridor Summary

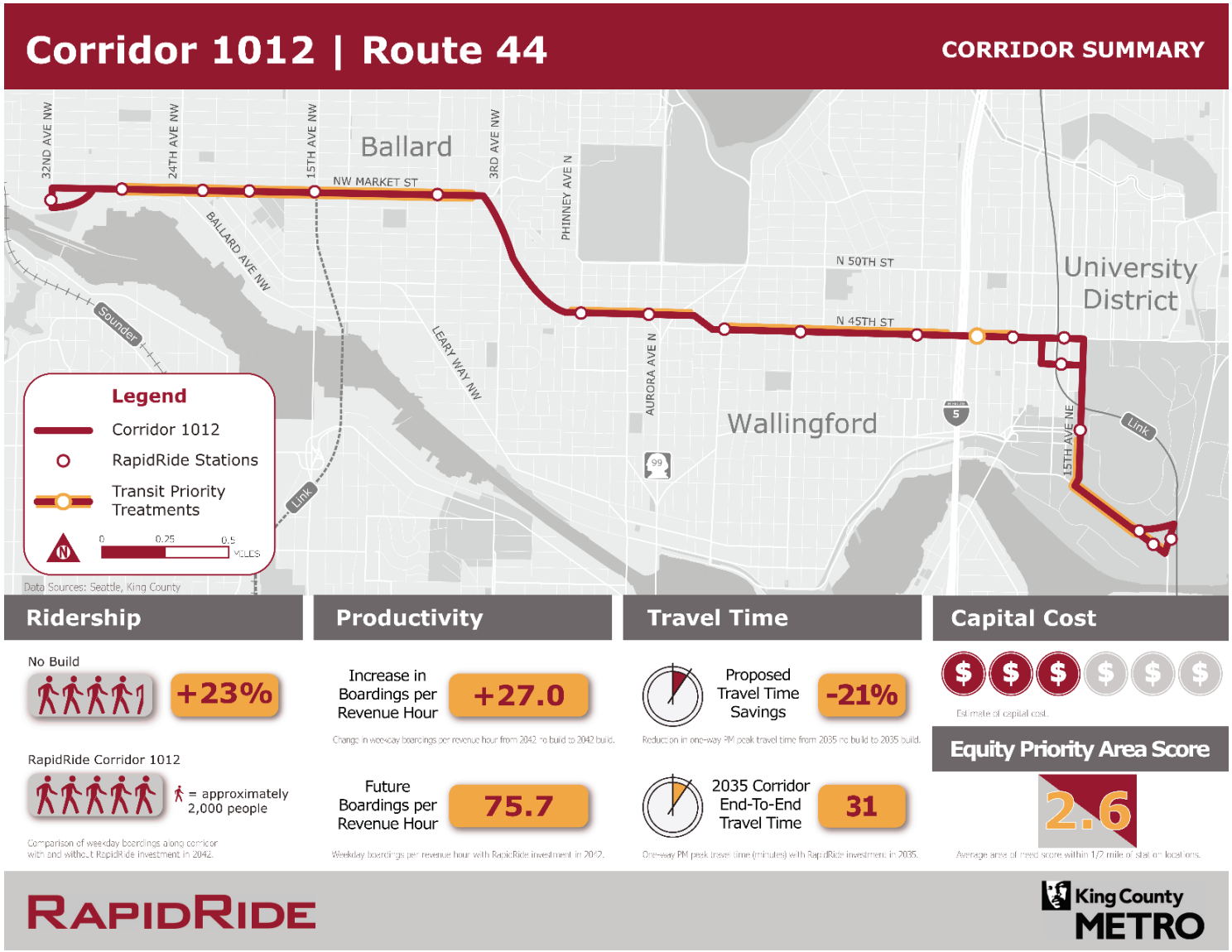


Figure 18. Corridor 1052 (181) Corridor Summary

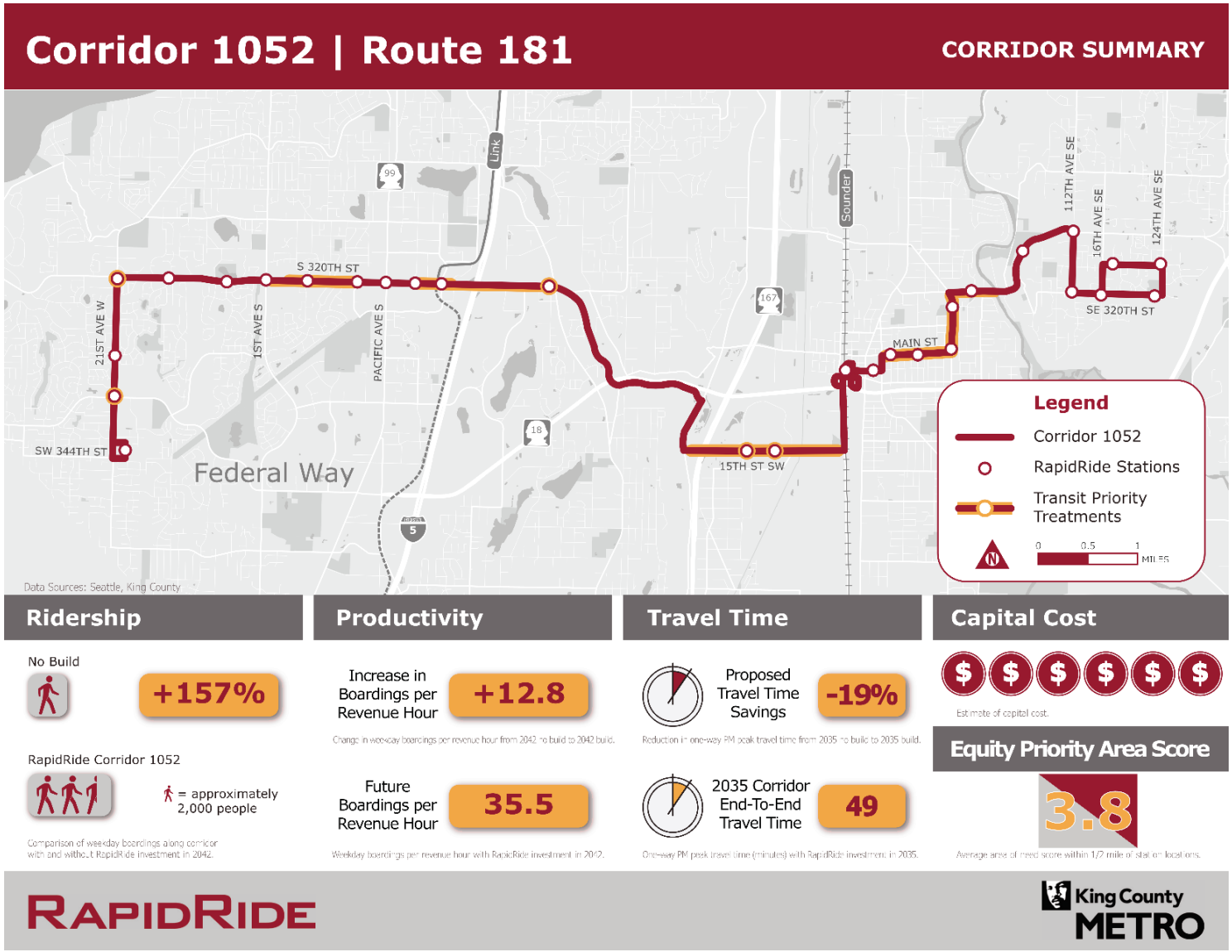


Figure 19. Corridor 1065 (165) Corridor Summary

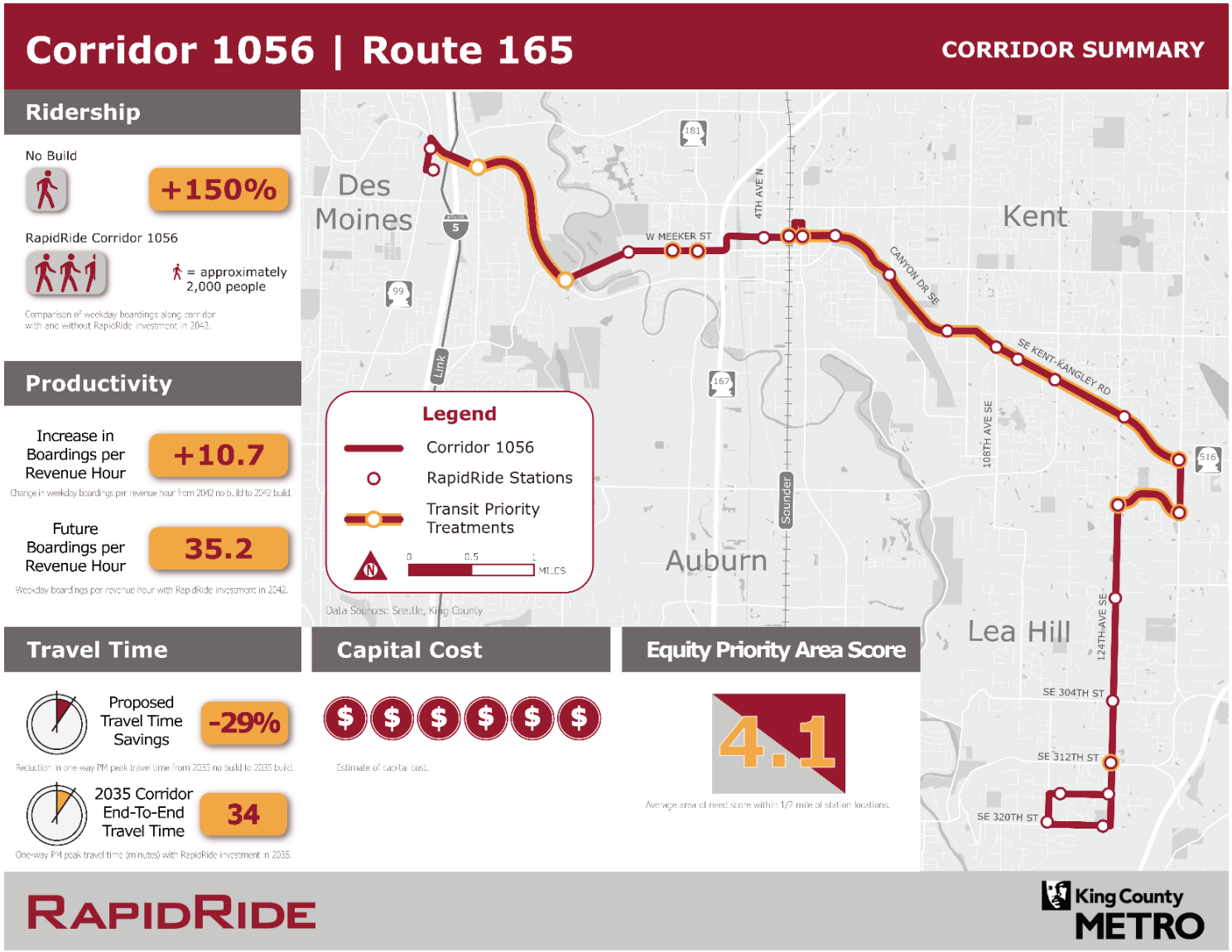
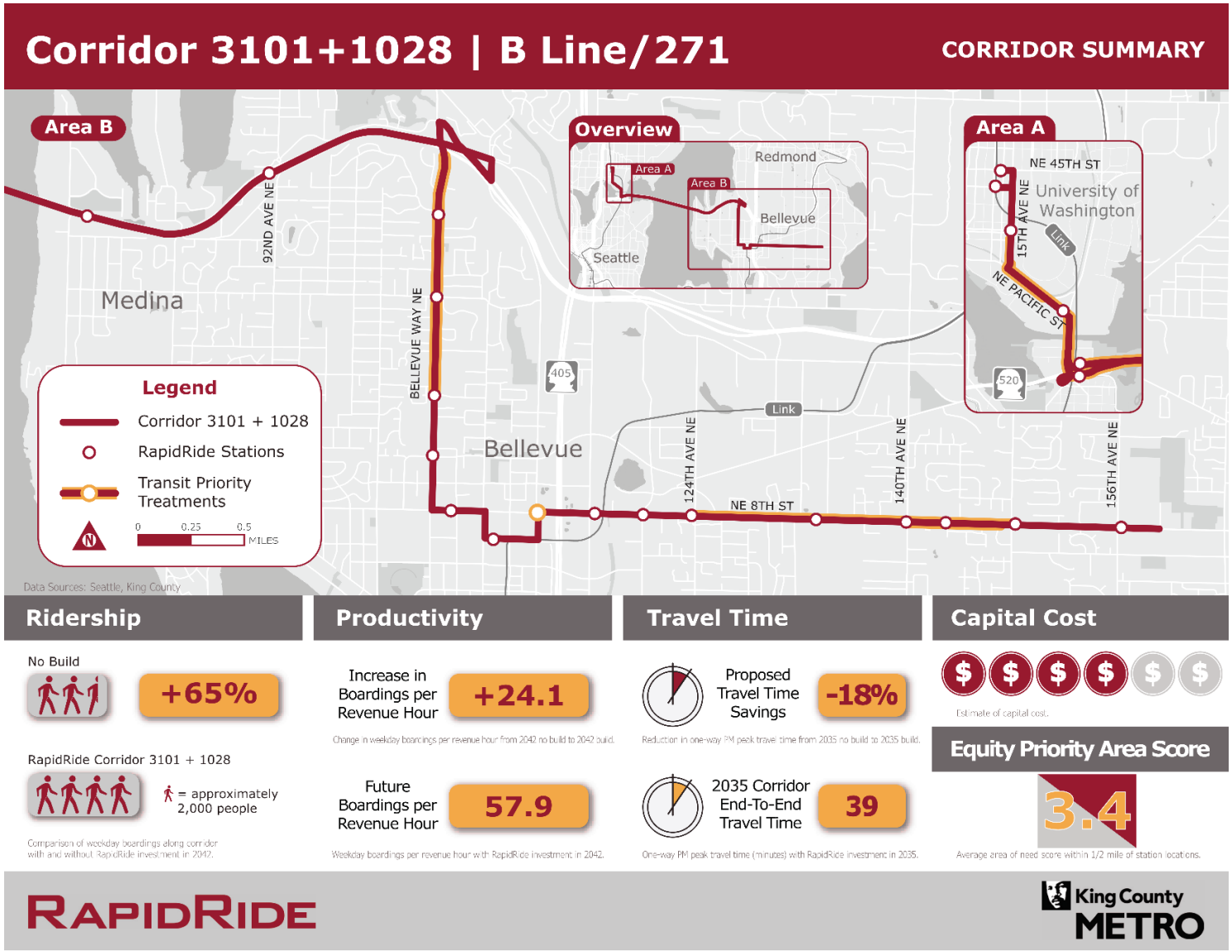


Figure 20. Corridor 3101+1028 (B Line/271) Corridor Summary



D. Corridor Evaluation and Prioritization Approach

This section describes how the RapidRide prioritization framework (see Section V-B) was applied, leading to the RapidRide candidate corridor tiering (see Section V-E).

The following steps were taken to apply the prioritization framework, provide transparent results for stakeholder review and input, develop a preferred weighting approach (determine if some categories of measures should count for a higher share of the final score), and set priority tiers:

- **Evaluation results finalized for individual measures:** Metro subject matter experts reviewed preliminary evaluation results for each of 21 measures that were categorized into five core evaluation categories required by ordinance (equity, environmental sustainability, service, capital needs, implementation). The measures are listed in Table 5 and detailed in **Appendix A: RapidRide Corridor Prioritization Framework**.
- **Weighting approaches identified:** Metro staff provided input on weighting options and directed the project team to conduct sensitivity testing of four different approaches to weighting the five evaluation categories.
- **Sensitivity tests conducted for identified weighting approaches:** Results from sensitivity testing were presented to the RapidRide Steering Committee and subject matter experts. Most weighting approaches produced similar results for corridor tiering. A weighting approach that centers equity and sustainability was identified as the preferred method.
- **Fiscal and capacity constraints determined:** Metro has fiscal and capital delivery capacity constraints, and none of these additional RapidRide lines are included in Metro's current 10-year planning assumptions. Given these constraints, Metro leadership provided guidance to include two corridors in Tier 1 that would be the priority if funding and capacity become available.
- **Tiering recommendation:** RapidRide Steering Committee approved draft recommendation (see Section E).

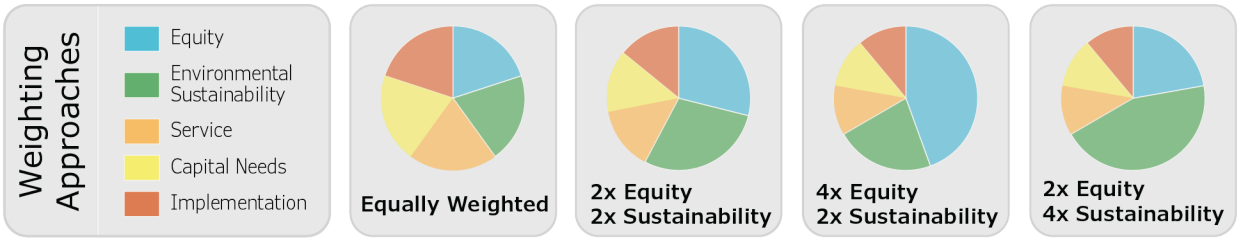
Table 54. Evaluation Measures

Equity	Environmental Sustainability	Service	Capital Needs	Implementation
▪ Equity Prioritization Score ▪ Density of community assets ▪ Density of subsidized housing ▪ Improved access to low wage jobs for priority populations via transit ▪ Route resiliency	▪ Forecast household and employment growth ▪ Greenhouse gas (GHG) emissions reductions	▪ Existing speed relative to posted speed ▪ Existing on-time performance ▪ Transit travel time savings ▪ Impacts to general purpose travel time ▪ Benefits/impacts to other transit routes ▪ Future forecast ridership ▪ Ridership gains ▪ Future forecast productivity ▪ Change in systemwide ridership	▪ Total project capital cost	▪ Future population and employment density ▪ Jurisdictional support for transit ▪ Value of investment ▪ Operational efficiency

Once the scores for each evaluation measure were determined, the study team developed the overall score for each category by averaging the measure scores for that category. This was done so each category had equal weighting and those with more measures were not weighted higher. The next step tested various weighting approaches through a series of sensitivity tests (running the evaluation with different weights assigned to each of the 5 core evaluation categories). Four weighting approaches were assessed in detail. The four weighting approaches are shown in Figure 21.

In the equally weighted approach, each evaluation category represents the same portion of the total score. The other three approaches increase the weighting for the equity and sustainability categories by two or four times. Although the total number of points is different for each approach, the final points are divided by the total possible points resulting in normalized scores that are comparable across weighting approaches.

Figure 21. Weighting Approaches



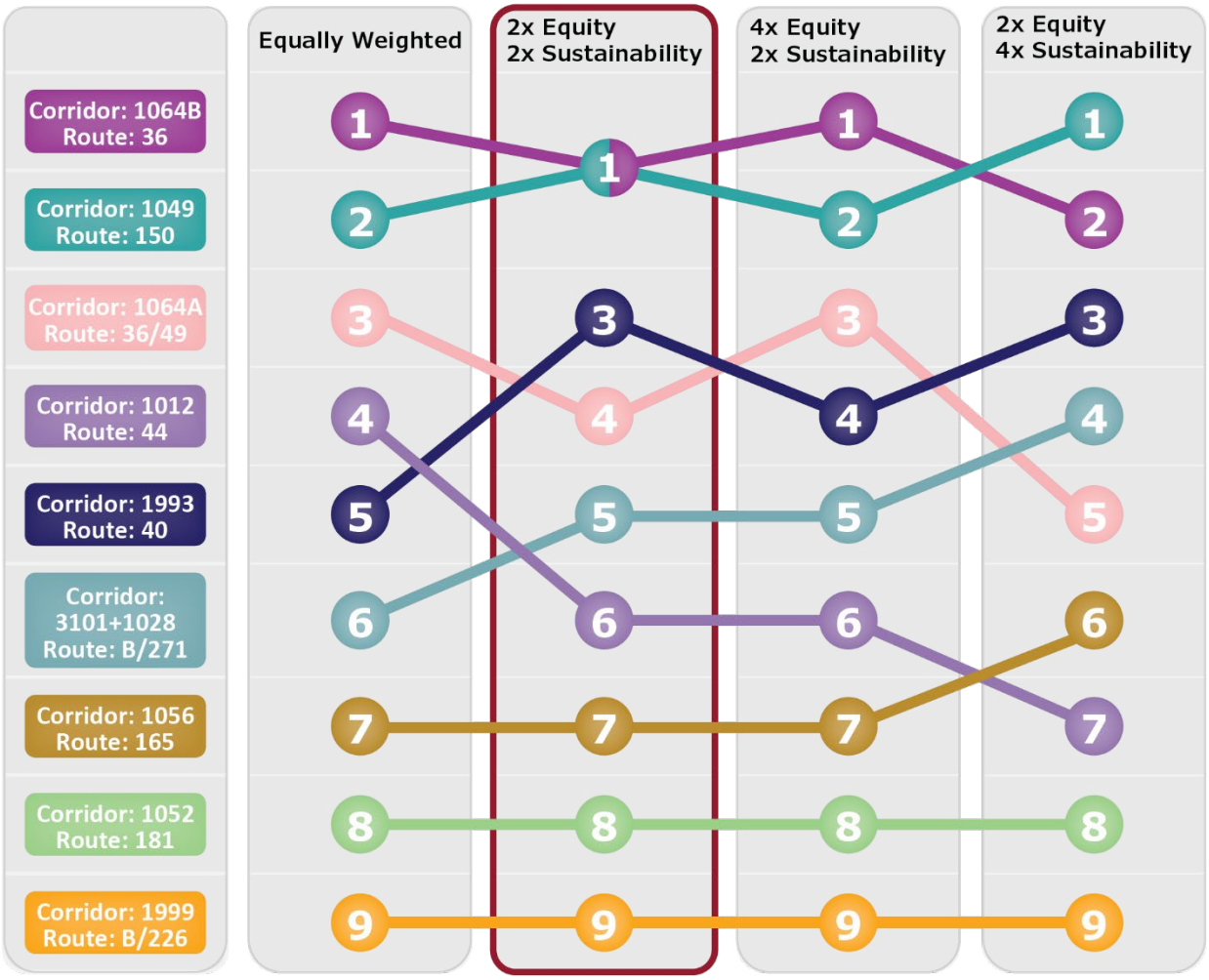
The scoring for each corridor by weighting approach is shown in Table 6

Table 65. Scoring Results by Weighting Approach

Corridor	Routes	Equally Weighted	2x Equity 2x Sustainability	4x Equity 2x Sustainability	2x Equity 4x Sustainability
1064B	36	73	72	73	69
1049	150	71	72	69	76
1064A	36 and 49	61	58	58	54
1012	44	61	54	53	46
1993	40	59	59	58	62
3101+1028	B Line and 271	57	57	54	60
1056	165	48	50	51	52
1052	181	43	45	47	44
1999	B Line and 226	38	37	38	36

The four weighting approaches resulted in very little variation in outcomes for the nine candidate corridors. As shown in Figure 22, most corridors changed by just one to two positions when ranked from highest to lowest. Importantly, the same two corridors appeared in the top two positions for all weighting approaches (Corridors 1064B and 1049).

Figure 22. Corridor Scoring by Weighting Approach



Metro staff determined the 2x Equity 2x Sustainability weighting approach is consistent with Metro's values of leading with equity and sustainability. It also avoided a weighting approach where either equity or sustainability were considered more important than the other, as they are both equally important for Metro. The 2x Equity 2x Sustainability approach is also consistent with the direction of Ordinance 19367 to lead with equity and sustainability.

E. Tiering

The primary intent of the RapidRide Prioritization Plan is to prioritize RapidRide candidate corridors for the Metro Connects interim network into three tiers. Those tiers and their priority level are described in Table 7.

Table 76. Definition of Prioritization Tiers

Tier	Priority Level	Delivery Considerations
1	Metro's highest priority to develop as part of the interim network (2025 - 2039), subject to funding capacity	Implementation of Tier 1 corridors will be made through future biennial budget processes and Capital Improvement Plans adopted by the King County Council. These lines are not currently funded in Metro's 10-year planning assumptions. Metro's overall financial, project development, and delivery capacity influence when Tier 1 corridors may be advanced and delivered.
2	Corridors that Metro would consider after implementation of Tier 1 if additional funding and/or delivery resources become available. Corridors remain in the 2050 Network as a RapidRide candidate corridor.	Metro will not plan to develop budget requests or funding plans to develop Tier 2 corridors as RapidRide corridors as part of interim network. New funding sources, local partner funding support, or support on project development and delivery could create an opportunity for the development of select Tier 2 corridors as RapidRide corridor.
3	Not prioritized as part of the interim network. Corridors remain in the 2050 Network as a RapidRide candidate corridor.	Tier 3 corridors will not be considered for development as RapidRide corridors for the interim network, but these corridors may realize some additional service and capital investment as part of other Metro programs and projects.

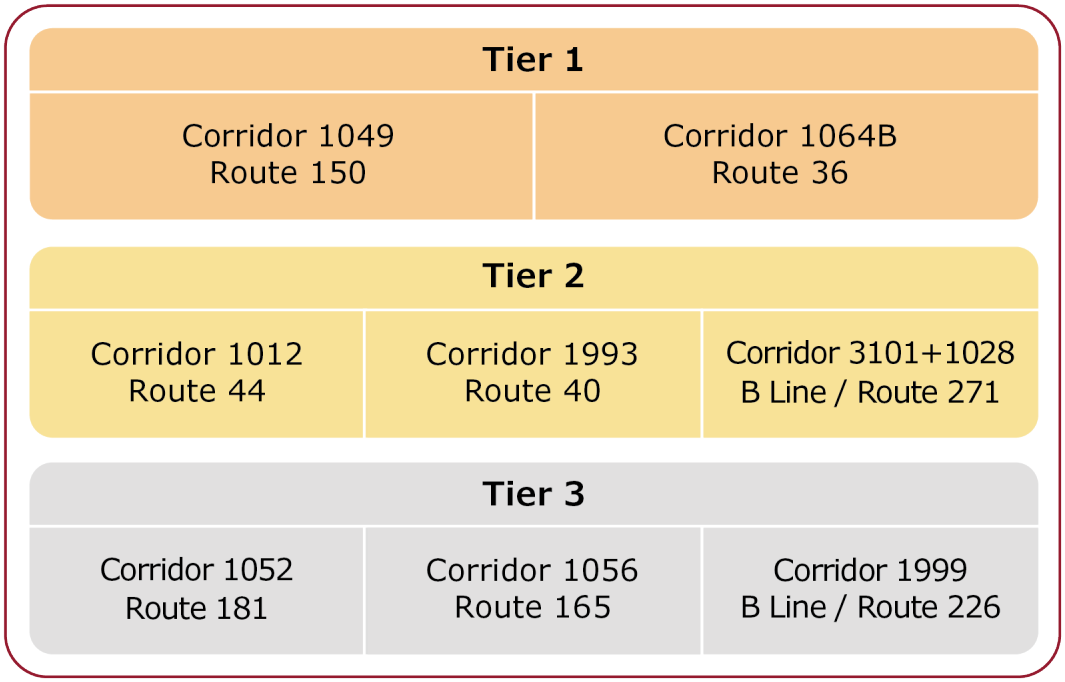
The number of corridors included in Tier 1 is based on estimated future Metro capital funding availability and project delivery capacity given other plans and capital investments planned for the same timeframe. Metro senior staff, including Enterprise Finance and Capital Planning leadership, met in March 2024 to set a threshold size for Tier 1. Key considerations the group assessed included:

- Estimated capital costs of the top ranked candidate corridors.
- Estimated RapidRide funding availability based on estimated local, regional, and federal funding sources.
- Estimated delivery timelines based on staffing levels and experience with past RapidRide project delivery.
- Funding and delivery requirements for upgrades to Metro's six legacy RapidRide lines during the same timeframe.
- Competing capital project priorities, which include: zero emissions fleet transition, development of bus charging infrastructure, bus base expansion and development projects, state of good repair projects, and investments in facility improvements.

These inputs shaped a recommendation to the RapidRide Steering Committee that two corridors be included in Tier 1. Development of these corridors would be subject to future available funding being identified through the budget process, as well as a determination of delivery capacity. Tier 2 included three candidate corridors based on the next highest scoring routes, which were all clustered in the

middle to high 50s. Tier 3 included the three lowest scoring corridors. The full tiering, based on the preferred weighting approach, is show in Figure 3. Corridor 1064A (Route 36/49) was not tiered because the other alignment option – Corridor 1064B (Route 36) – scored higher in all weighting approaches and was advanced as the preferred alignment for the corridor.

Figure 3. Corridor Tiering



VI. Conclusions and Next Steps

A. Corridor Advancement, Funding, and Future Planning

The RapidRide Prioritization Plan informs Metro priorities for RapidRide corridor advancement. Decisions about RapidRide implementation will be made through future biennial budget processes and Capital Improvement Plans adopted by the King County Council. King County funding is just one piece of RapidRide funding strategies, as previous lines have also relied on additional local, state, federal funds.

Metro will provide relevant data and status updates on RapidRide through the annual System Evaluation report. Metro will also conduct robust community engagement and jurisdictional coordination for each new RapidRide line once project planning and design begins.

Metro is developing a RapidRide Funding Strategy concurrent with the RapidRide Prioritization Plan. Metro expects to complete this work in 2024. This funding strategy will:

- Determine strategy for completing needed funding package for RapidRide K Line and RapidRide R Line.
- Determine strategy for funding upgrades to legacy RapidRide lines to replace aging facilities and bring these corridors up the next generation RapidRide standards developed in 2018.

- Inform grant strategies and future Metro requests for RapidRide funding in the biennial budget processes, including the Tier 1 corridors identified in this study.

Metro completed the current Metro Connects long-range plan in November 2021. Metro Connects is updated every six to seven years. The next update is targeted for completion in 2027 or 2028. Tier 2 and Tier 3 corridors that do not advance as part of the interim network will continue to be RapidRide candidates in the long-term 2050 network. Target service levels for these routes may be adjusted to better align with future RapidRide standards. In addition, these corridors may still realize additional speed and reliability or passenger facility investments in advance of any potential conversion to RapidRide service.

B. Next Steps

The RapidRide Prioritization Plan positions Metro to advance RapidRide investments over the period representing the first phase of the Metro Connects interim network (2025 – 2039). Tier 1 corridors provide the greatest opportunity for Metro to advance equity, sustainability, and service delivery goals. In addition to RapidRide K Line and RapidRide R Line, the two Tier 1 corridors (1064B and 1049) support King County Metro plans and policies:

- Metro Connects Long-Range Plan
- Strategic Plan
- Strategic Climate Action Plan
- Equity and Social Justice Strategic Plan

The prioritization of two Tier 1 corridors reflects constrained capital and operating funds and competition for agency delivery capacity, due in part to concurrent major capital project delivery requirements including: upgrades to RapidRide legacy lines, zero emissions fleet transition, development of bus charging infrastructure, bus base expansion and development projects, other bus facility upgrades, and coordination with Sound Transit's Link light rail and Stride BRT programs.

C. Agency Partnerships

Local jurisdictions provided critical support in the drafting of the RapidRide Prioritization Plan. In addition to presentations to the Regional Transit Committee, the study team met with both impacted jurisdictions and members of Regional Transit Committee to share updates and received feedback.

Importantly, jurisdictions with candidate lines were given the opportunity to review corridor reports for feasibility. City staff across jurisdictions supported the recommended candidate corridor tiering as reasonable and possible given what they knew about their jurisdictional plans, policies, and practices – and given assurances by Metro that any implementation could be at least 10 years in the future and that the best possible current information would suffice for this plan. At a high level, there were no red flags identified that indicated any of the candidate lines would not be possible to implement. All jurisdictions, regardless of whether they had a candidate corridor or not, expressed interest in RapidRide service in their communities.

As decisions about RapidRide implementation are made through future biennial budget processes and Capital Improvement Plans, Metro will engage with jurisdiction partners at the City of Seattle for Corridor 1064B (Route 36), and the cities of Seattle, Tukwila, and Kent for Corridor 1049 (Route 150). All these cities have existing RapidRide investments or are currently working with Metro to develop and

deliver RapidRide corridors. When more certainty is known around funding and delivery capacity for future expansion, Metro will partner with these cities on the planning process.

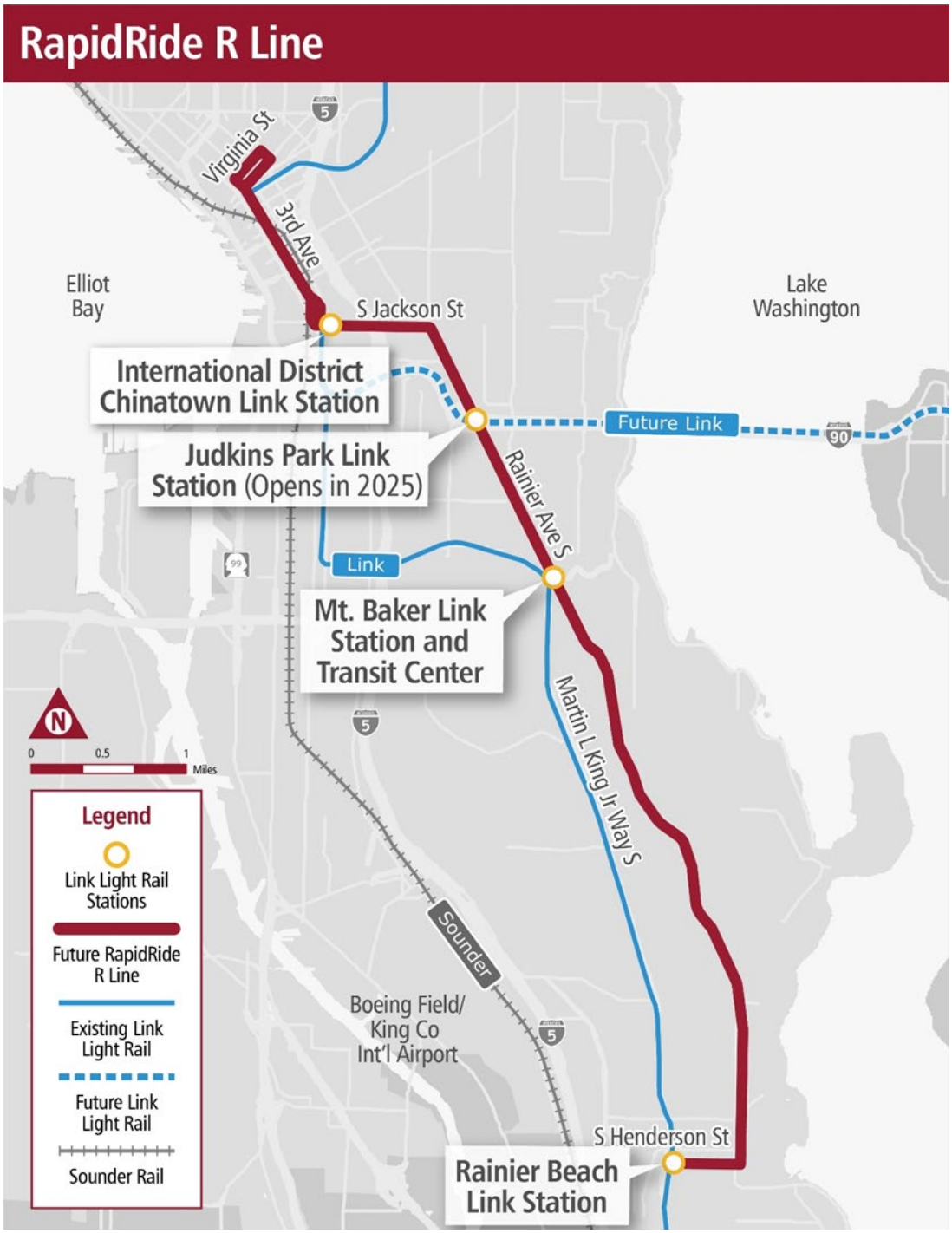
For all tiers of this RapidRide Prioritization Plan, jurisdictional partnerships are critical for the delivery of a RapidRide line, and Metro will look for commitments from jurisdictions to collaborate for successful RapidRide lines. Moreover, it is important to note that while RapidRide is Metro's most frequent service, meant to carry the most people, it is just one of many services that Metro offers. Metro will continue to foster partnerships with jurisdictions and make investments in frequent and reliable service for all King County Residents.

Candidates prioritized for Tier 1 would, once funding and capital delivery capacity are available, be implemented after the completion of the R and K Lines. Updates on the R and K Lines are the sections following, VII and VIII.

VII. RapidRide R Line Update

R Line Proviso Report

Figure 23. R Line Corridor



Background

- **Project Overview**

  The R Line project is the planned replacement of current Route 7 with RapidRide levels of service and standards of capital investment, including upgrades to speed and reliability, passenger facilities, access to transit, communications and technology, and trolley infrastructure. The project will result in more reliable service between downtown Seattle, Chinatown-International District, and communities of Rainier Valley, including extension of service to Rainier Beach Link station and establishment of new south terminus layover zones.

  The Preliminary (Conceptual) Design phase of work was completed in early 2020, including a 10 percent level of project design. Pandemic-related budget shortfalls then put the project on hold until approval of the 2023-2024 Budget, which included a 6-year Capital Improvement Plan and re-activation of the project. During the project pause, changes in the project corridor, including capital investments by jurisdictional partners, required an update to the 2020 Preliminary Design to reflect 2024 conditions. Metro is currently working with the original consultant, Parametrix, to perform that update and move the project into the Final Design phase in 2025.

- **2019/2020 Work**

  In spring of 2020, the R Line project team concluded 12 months of Preliminary Design work that resulted in a 10 percent design plan set, cost estimates, and supporting project reports. This effort required working closely with Seattle Department of Transportation (SDOT) to coordinate SDOT improvements in the corridor and R Line plans. This work also concluded months of engagement with the community to confirm that public needs were identified, addressed, and incorporated into R Line plans as required.

- **Current Timeline (major project milestones, including estimated construction and service)**
  - Summer 2024
    - Completion of technical analysis of updated R Line project elements
    - Determination of partnership model with SDOT for project delivery
  - Fall 2024 – Completion of updated 10 percent design deliverables (plan set; cost estimates; reports)
  - 2025
    - Engagement with community on updated R Line project elements
    - Development of scope of work for Final Design consultant contract
  - 2026 – Alignment Ordinance adoption by County Council
  - 2025 – 2027 – Final Design phase
  - 2028 – 2031 – Construction phase
  - 2031 – R Line service launch

Recent and Current Efforts (2023-2024)

Work to update the 2020 10 percent design kicked off in November of 2023, using the original consultant for Preliminary Design phase, Parametrix. Objectives of this work include identifying and assessing changes in the project corridor since 2020; performing new technical analysis on R Line improvements in light of changed conditions; and updating reports, plan sets, and cost estimates. Changes since 2020 include capital investments by SDOT, WSDOT, Sound Transit, and

private developers, each having some level of impact to R Line project elements. Additional analysis during this update work includes development of final layover plans for both north terminus and south terminus of the R Line route. The 10 percent design update work is scheduled to be completed in the Fall of 2024. Additional efforts in 2024 include determination of a partnership model with SDOT on project delivery and preparing grant application materials.

Near-term Efforts (2025-2026)

Activity in 2025 will include re-engaging the community with project details, scoping for Final Design phase of consultant work, and starting the Final Design phase (including key Environmental documentation that must be met prior to the 30 percent design milestone). SDOT-partnership goals and grant application requirements will continue to be pursued during this time. Activity in 2026 will include bringing an R Line Alignment Ordinance to County Council for adoption and continuing Final Design phase work.

Engagement

- **Engagement with Community Stakeholders**

  Engagement with the community in 2025 will include re-introducing the project, re-establishing and nurturing positive relationships between Metro and community members, building awareness, and understanding of how community feedback informs Metro's decision-making, and offering a forum for community members to have a voice on R Line project elements. Engagement materials will be presented in seven languages, and will include mailers, fact sheets, presentations, website updates, blog and social media posts, and Transit Alerts. 2025 engagement builds on prior engagement from 2019 and 2020.

- **Engagement with Local Jurisdiction / Agency Partner**

  Metro and SDOT are currently engaging in partnership discussions on a delivery model for Final Design and Construction phases of the work, with current internal discussions among Metro managers on risks and values of delivery model alternatives. Discussions with SDOT include a complex balancing of project elements, timelines, and budgets related to both Metro's R Line project and Seattle's Transportation Levy proposal. Engagement with WSDOT and Sound Transit concern coordination of design elements of respective agency projects being implemented along or near the R Line project corridor.

Environmental Review

In 2020, Metro, with assistance by consultant, Parametrix, completed:

- Preliminary Cultural & Historic Resources Scan
- Hazardous Materials Analysis
- FTA Region 10's ESA Screening Checklist
- Acquisitions & Displacements Memo
- Noise & Vibration Memo
- Environmental Justice Analysis
- Equity & Social Justice Memo
- Soils & Geology Memo
- Air Quality Hotspot Memo; and
- NEPA Screening-Level Environmental Classification Checklist

All supporting requirements for compliance with National Environmental Policy Act (NEPA) and Washington State Environmental Policy Act (SEPA) were competed for the Pre-Design phase of this project.

Starting in 2025, Metro will begin work on Area of Potential Effects (APE) documentation, a NEPA Categorical Exclusion worksheet, and an FTA Section 106 Memo. This work toward gaining FTA concurrence must occur prior to the 30 percent design milestone, due to federal formula funds being pursued for the project.

Funding and Grants

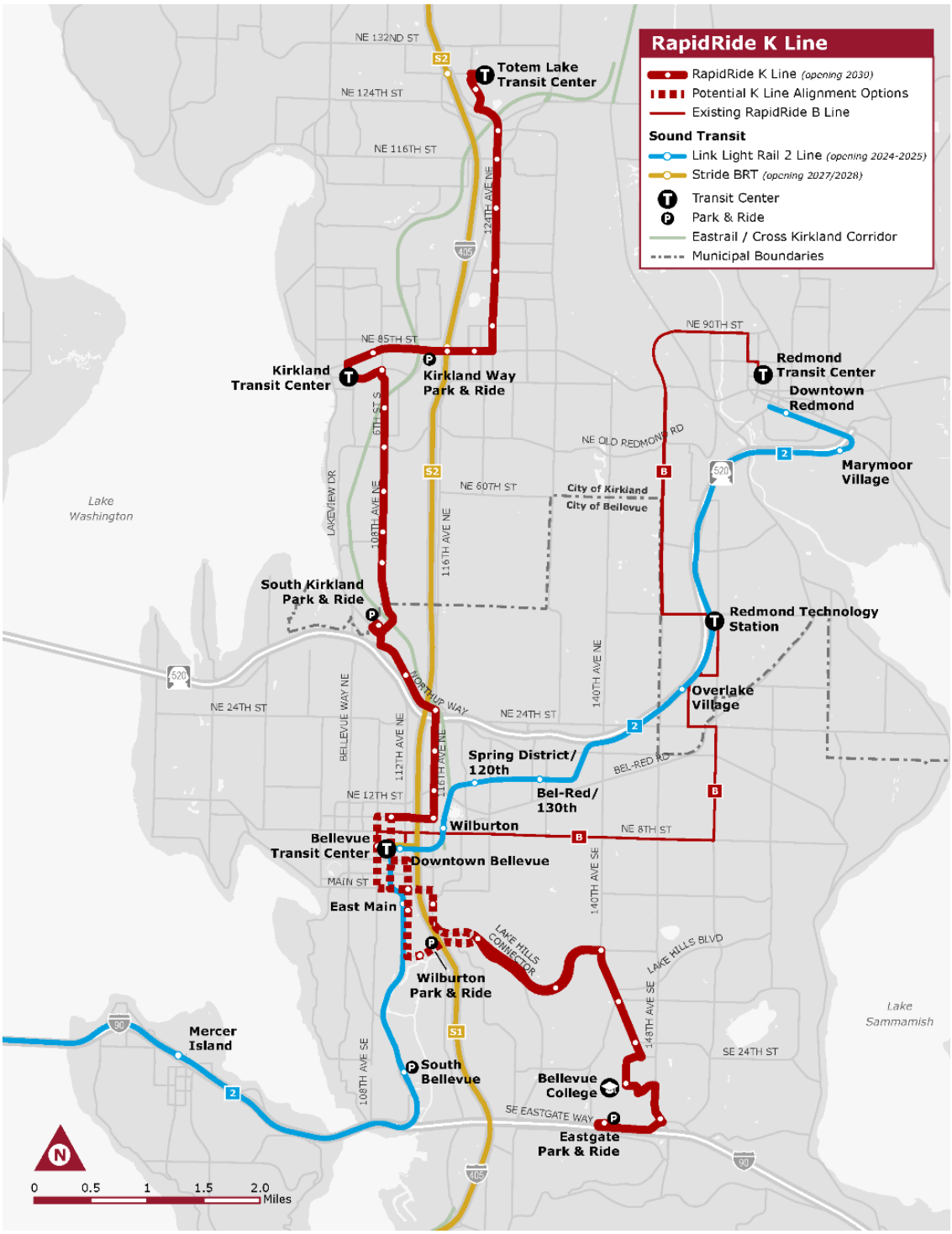
A final project funding plan will include a combination of Local, State, and Federal funds / grant options, plus SDOT jurisdictional partner contribution. Key identified grant timelines are as follows:

- FTA Section 5307 formula funds for 2025/26 biennium – Call for projects held July 2023
- FTA Section 5307 formula funds for 2027/28 biennium – Call for projects to be held Summer 2025
- WSDOT Regional Mobility Grant – Call for projects and application process in 2026

VIII. RapidRide K Line Update

K Line Proviso Report

Figure 24. K Line Corridor



Background

- **Project Overview**

  The K Line project will create a new RapidRide Line connecting Totem Lake, Kirkland Transit Center, South Kirkland Park and Ride, Bellevue Transit Center, Bellevue College, and Eastgate. It will replace portions of current routes 239, 250, 255, and 271, upgrading those segments to RapidRide levels of service and standards of capital investment, including upgrades to speed and reliability, passenger facilities, access to transit, and communications and technology. The project will result in more reliable service between Kirkland Totem Lake Regional Growth Center, Kirkland Downtown Regional Growth Center, Bellevue Regional Growth Center, Bellevue College, and Eastgate.

  Although work began in 2019, pandemic-related budget shortfalls put the project on hold until approval of the 2023-2024 Budget, which included a 6-year Capital Improvement Plan and re-activation of the project. Planning of the project has restarted, and Metro is currently working with consultant KPFF, to complete the 10 percent design phase, including the identification of a locally preferred alternative, by Q1 of 2025.

- **2019-2022 Work**

  Beginning in Fall 2019, Metro began engaging community members, businesses, service providers, and community-based organizations (CBOs) in Kirkland and Bellevue to understand their transit needs and priorities, and to gather input to inform the routing and design of K Line. Fall 2019 outreach had a major focus on collecting public feedback on multiple routing options between Totem Lake, Downtown Kirkland, and the South Kirkland Park & Ride. This input resulted in a recommendation to use 124th Ave. NE north of NE 85th Street and 108th Ave. NE south of Downtown Kirkland.

  In 2022 planning resumed to develop a K Line roadmap, documenting work before the project pause, and identifying priorities for future success. Coordination with Bellevue and Kirkland also resumed to identify remaining questions.

- **Current Timeline (major project milestones, including estimated construction and service)**
  - 2024
    - Re-engage community
    - Established local preferred alternative
    - Select preferred speed & reliability improvements and multimodal connections
    - Advance design and feasibility of improvements
    - Establish delivery schedule and methodology
  - 2025
    - Completion of updated 10 percent design deliverables (plan set, cost estimates, reports)
    - Preferred alignment adopted by King County Council
    - FTA Small Starts Grant Process
    - Begin NEPA process
  - 2025 – 2027 – Final Design phase
  - 2028 – 2030 – Construction phase

- 2030 – K Line service launch

Recent and Current Efforts (2023-2024)

Metro is currently working with consultant KPFF to advance K Line to 10 percent design. Objectives include: identifying and assessing changes in the project corridor since 2020; re-engaging the community with project details; performing technical analysis on K Line improvements; and developing reports, plan sets, and cost estimates. The 10 percent design work is scheduled to be completed in 2025. Additional efforts in 2024 include scoping for the next phases of consultant work and preparing grant application materials.

Near-term Efforts (2025-2026)

Activity in 2025 will include the completion of 10 percent design and a subsequent K Line Alignment Ordinance being brought to the County Council for adoption in mid-2025. It will also include the start of the Final Design phase, including key environmental documentation that must be met prior to the 30 percent design milestone. Partnership goals, grant application requirements, and community engagement objectives will continue to be pursued.

Engagement

- **Engagement with Community Stakeholders**

  Engagement with the community in 2024 will include re-introducing the project, re-establishing and nurturing positive relationships between Metro and community members, building awareness, and understanding of how community feedback informs Metro's decision-making, and offering a forum for community members to have a voice on K Line project elements. Engagement materials will be presented in eight languages, and will include mailers, fact sheets, presentations, website updates, blog and social media posts, and Transit Alerts. The 2024 engagement builds on prior engagement from 2019 and 2020.

- **Engagement with Local Jurisdiction / Agency Partner**

  Metro is working in partnership with Bellevue and Kirkland to reach the next major milestone of 10 percent design. Metro is also engaged with Sound Transit to ensure K Line design is integrated with Sound Transit's two major expansions along the corridor: Link light rail 2 Line and the future Stride I-405 Bus Rapid Transit (BRT).

Environmental Review

Metro will work with KPFF to complete:

- Cultural & Historic Resources Scan
- Hazardous Materials Analysis
- FTA Region 10's ESA Screening Checklist
- Acquisitions & Displacements Memo
- Noise & Vibration Memo
- Environmental Justice Analysis
- Equity & Social Justice Memo
- Soils & Geology Memo
- Air Quality Hotspot Memo
- NEPA Screening-Level Environmental Classification Checklist; and

- Any additional supporting compliance with National Environmental Policy Act (NEPA) and Washington State Environmental Policy Act (SEPA) requirements for the Pre-Design phase of this project.

Following that, Metro will begin work on Area of Potential Effects (APE) documentation, and an FTA Section 106 Memo. Metro will work with the FTA regional office to determine the required level of environmental clearance given the intent to apply for Federal Transit Administration Capital Improvement Grant funds (Small Starts). This work toward gaining FTA concurrence must occur prior to the 30 percent design milestone, due to federal funds being pursued for the project.

Funding and Grants

The funding strategy for the K Line is still in development, but it will include a combination of local and federal funds/grant options. Metro is also working with jurisdictional partners to complete some improvements along the corridor, such as the Bellevue College Connection project. Metro has $10.4 million in its current Capital Improvement Plan for local funding. In additional to current funding in the Capital Improvement Plan, Metro is considering pursuing a Federal Transit Administration (FTA) Small Starts Capital Investment Grant for the project. Metro recently received $10 million for project planning from the FTA Small Starts process. These funds are available for project development in addition to the $10M already secured in Metro's Capital Improvement Plan. This $10 million award for project planning does not ensure Metro will receive a future Small Starts grant, nor does it commit Metro to applying for a Small Starts grant. Additional grant funds will likely be needed to fully fund the project.

Key identified grant timelines are:

- FTA Small Starts Capital Investment Grant
- FTA Congestion Mitigation and Air Quality (CMAQ) grants for the 2025/2026 biennium
- FTA Section 5307 formula funds for the 2029/2030 biennium

IX. Appendices

King County

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June 28, 2024

The Honorable Dave Upthegrove
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Upthegrove:

This letter transmits the RapidRide Prioritization Plan, in response to Ordinance 19367, and RapidRide K and R lines progress report, as called for by Ordinance 19546, Section 114, Proviso P4.

As required, the enclosed report outlines a RapidRide Prioritization Plan consistent with Ordinance 19367. The report includes corridor evaluations of RapidRide candidates based on the five factors used in Metro Connects (Metro's adopted long-range plan and 2050 vision), preplanning level studies of candidate corridors, a description of stakeholder engagement, and a list of the RapidRide candidate lines organized by tier, with a description of the priority level. The report also includes a RapidRide K and R lines progress report, as called for by Ordinance 19546, Section 114, Proviso P4.

The enclosed report organizes the eight RapidRide candidate lines in the Metro Connects interim network into three tiers of prioritization for future implementation, after the completion of RapidRide K and R lines. Three tiers of candidate corridors are identified based on a robust data-driven evaluation framework that leads with equity and sustainability and was informed by multiple consultations with Metro's Equity Cabinet, local jurisdictions, and the Regional Transit Committee.

The report is a prioritization plan and not an implementation plan, and it informs which RapidRide candidate lines should be prioritized for future planning when resources are available. New RapidRide lines will require additional funding (which has historically been from a mix of King County, local, state, and federal funds), Metro staffing, and jurisdiction partnerships to implement. Jurisdictional commitments are particularly important for the success of a RapidRide line through the planning and implementation stages with regards to

community process, permitting, design, and construction. Ultimately, decisions about RapidRide implementation will be made through future biennial budget processes and Capital Improvement Plans.

Thank you for your consideration of this report. The important work discussed in the report will help ensure that future RapidRide investments, which are Metro's highest level of investment, are focused first on candidate lines that provide the most benefit to King County residents. The report's focus on equity and sustainability also helps ensure that future RapidRide expansion is best aligned with King County and Metro Transit values.

If your staff have questions, please contact Katie Chalmers, Service Development Manager, Mobility Division, Metro Transit Department, 206-477-5869.

Sincerely,

for

Dow Constantine
King County Executive

Enclosure

cc: King County Councilmembers
ATTN: Stephanie Cirkovich, Chief of Staff
Melani Hay, Clerk of the Council
Karan Gill, Chief of Staff, Office of the Executive
Penny Lipsou, Council Relations Director, Office of the Executive
Michelle Allison, General Manager, Metro Transit Department
Christina O'Claire, Mobility Division Director, Metro Transit Department
Katie Chalmers, Service Development Manager, Mobility Division, Metro Transit Department