

King County

1200 King County Courthouse 516 Third Avenue Seattle, WA 98104

Meeting Agenda Transportation, Economy, and Environment Committee

Councilmembers: De'Sean Quinn, Chair; Rod Dembowski, Vice Chair; Claudia Balducci, Sarah Perry, Pete von Reichbauer,

Lead Staff: Jake Tracy (206-263-0875)
Committee Clerk: Angelica Calderon (206 477-7470)

9:30 AM

Tuesday, June 17, 2025

Hybrid Meeting

Hybrid Meetings: Attend the 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 to 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 Transportation, Economy and Environment Committee values community input and looks forward to hearing from you on agenda items.

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 8:00 a.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.



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.



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: 828 3304 6944

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.

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

- 1. Call to Order
- 2. Roll Call
- 3. Approval of Minutes p. 4

Minutes of the May 20, 2025 meeting

4. Public Comment



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TTY Number - TTY 711.

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Consent

5. Proposed Motion No. 2025-0168 **D. 7**

A MOTION relating to public transportation, approving the 2025 King County Metro Transit Title VI Program Report.

Sponsors: Quinn

Mary Bourguignon, Council staff

Briefing

6. Briefing No. 2025-B0094 **p. 19**

Metro General Manager Briefing

Michelle Allison, Director, King County Metro

Discussion and Possible Action

7. Proposed Ordinance No. 2025-0147 p. 20

AN ORDINANCE establishing the Locally Preferred Alternative including the alignment and station locations of the RapidRide K Line.

Sponsors: Quinn

Mary Bourguignon, Council staff

Briefing

8. Briefing No. 2025-B0095 **p. 92**

2025 Strategic Climate Action Plan Briefing

Marissa Aho, Climate Director, Executive Climate Office Carrie Lee, Greenhouse Gas Reduction Manager, Executive Climate Office Vicky Raya, Climate Equity Manager, Executive Climate Office Lara Whitely Binder, Climate Preparedness Manager, Executive Climate Office

Other Business

Adjournment



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TTY Number - TTY 711.

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King County

1200 King County Courthouse 516 Third Avenue Seattle, WA 98104

Meeting Minutes Transportation, Economy, and Environment Committee

Councilmembers:
De'Sean Quinn, Chair;
Rod Dembowski, Vice Chair;
Claudia Balducci, Sarah Perry, Pete von Reichbauer,

Lead Staff: Jake Tracy (206-263-0875) Committee Clerk: Angelica Calderon (206 477-7470)

9:30 AM

Tuesday, May 20, 2025

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HOW TO PROVIDE PUBLIC COMMENT: The Transportation, Economy and Environment Committee values community input and looks forward to hearing from you on agenda items.

The Committee will accept public comment on items on today's agenda in writing. You may do so by submitting your written comments to kcccomitt@kingcounty.gov. If your comments are submitted before 8:00 a.m. on the day of the meeting, your comments will be distributed to the committee members and appropriate staff prior to the meeting.

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Dial: 1 253 215 8782

Webinar ID: 828 3304 6944

To help us manage the meeting, please use the Livestream or King County TV options listed above, if possible, to watch or listen to the meeting.

1. Call to Order

Chair Quinn called the meeting to order at 9:31 a.m.

2. Roll Call

Present: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

3. Approval of Minutes

Councilmember Dembowski moved approval of the April 15, 2025 meeting minutes. There being no objections, the minutes were approved.

Briefing

4. Briefing No. 2025-B0077

200-day Plan Emergency Management Briefing

Brendan McCluskey, Director, King County Emergency Management, briefed the Committee via PowerPoint presentation and answered questions from the members.

This matter was Presented

Discussion and Possible Action

5. Proposed Ordinance No. 2025-0106

AN ORDINANCE authorizing the county executive to renew an interlocal agreement between King County and the cities of Burien, Des Moines, Normandy Park, and SeaTac for stormwater education in the Highline Public School District.

Sponsors: Quinn

King County Page 2

Erica Newman, Council staff, briefed the Committee on the legislation and answered questions from the members. Mary Rabourn, Program Manager, Water Land and Resources, Mike Graves, Sr. Deputy Prosecuting Attorney, Prosecuting Attorney's Office and Angela Gallardo, Stormwater Manager, Water Land and Resources were present to answer questions from the members.

This item was expedited to the May 27, 2025 Council Agenda.

A motion was made by Chair Dembowski that this Ordinance be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

6. Proposed Ordinance No. 2025-0122

AN ORDINANCE related to the priority hire program and allowing for changes to the criteria of "economically distressed areas" that reflects a revised methodology which enhances regional uniformity and aligns with evolving economic and demographic shifts; and amending Ordinance 18672, Section 2, and K.C.C. 12.18A.010.

Sponsors: Quinn

Leah Krekel-Zoppi, Council staff, briefed the Committee on the legislation and answered questions from the members. Ken Guy, Director, Finance and Business Operations Division, commented and answered questions from the members.

This matter was Recommended Do Pass Consent

Yes: 5 - Balducci, Dembowski, Perry, von Reichbauer and Quinn

Other Business

There was no other business to come before the Committee.

Adjournment

The meeting was adjourned at 10:40 a.m.

Approved this	day of	
_		Clerk's Signature

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Metropolitan King County Council Transportation, Economy & Environment Committee

STAFF REPORT

Agenda Items:	5	Name:	Mary Bourguignon
Proposed No.:	2025-0168	Date:	June 17, 2025

SUBJECT

Proposed Motion 2025-0168 would approve the 2025 King County Metro Transit Title VI Program Report.

SUMMARY

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin, including people with limited English proficiency. The Federal Transit Administration (FTA) requires transit agencies that receive federal funding to prepare a Title VI equity analysis for any major service change and for all fare changes. In addition, each transit agency must prepare a Title VI program report every three years, summarizing how its actions during that time have complied with Title VI.

Proposed Motion 2025-0168 would approve Metro's 2025 Title VI program report, which covers the reporting period from July 2022 through June 2025. The program report must be approved by the Council by motion before being submitted to the Federal Transit Administration (FTA) by the deadline of October 1, 2025.

Metro's Title VI program report does not propose new policies or services. Rather, it provides FTA-required metrics on Metro's service profile, facilities, public participation activities, and language assistance services, and summarizes the actions Metro has taken since July 2022 in terms of how those actions comply with Title VI requirements.

As transmitted, Metro's 2025 Title VI program report appears to accurately describe Metro's actions since July 2022 and to document compliance with federal Title VI requirements and with Metro's adopted Service Guidelines.²

BACKGROUND

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin, including people with limited English proficiency. The Federal Transit Administration (FTA) requires transit agencies that receive federal funding to evaluate their services and fares for compliance with Title VI requirements to:

¹ Metro's 2022 Title VI Program Report was approved through Motion 16179

² Ordinance 19367

- Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and
- Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.³

To meet the FTA's Title VI requirements, transit agencies that receive federal funding must prepare a Title VI equity analysis for any "major" service change and for all fare changes, regardless of the amount of increase or decrease.⁴ In addition, transit agencies must prepare a program report every three years⁵ to summarize how they have complied with Title VI requirements.

Metro's Service Guidelines⁶ define "major" service changes as those that are subject to approval by the Council. Under the King County Code, Metro's General Manager has the authority to make administrative service changes to change a route's established weekly service hours by 25% or less; change a route's location by less than one-half mile from any existing stop; change route numbers; or make necessary service changes in response to an emergency. All other changes require Council approval⁷ and are therefore classified as "major" service changes. Major service changes are typically made twice a year, in the spring and the fall, with Council approval sought approximately six months in advance.

As required, Metro completes a Title VI analysis for each proposed major service change or fare change and transmits that analysis as supporting documentation with the legislation that would approve the service or fare change. The 2025 Title VI program report compiles and summarizes the Title VI analyses from the service and fare changes that were implemented between July 2022 and June 2025. It also provides additional FTA-required summary information about Metro's service profile, facilities, public participation, and language assistance during the reporting period.

ANALYSIS

Proposed Motion 2025-0168 would approve the 2025 King County Metro Transit Title VI Program Report. The FTA provides guidance on the requirements transit agencies must meet to comply with Title VI and to document their actions.⁸ That guidance features a list of required elements that must be included in a Title VI program report. Table 1 lists these required elements and shows their location in Metro's 2025 Title VI program report, which is Attachment A to Proposed Motion 2025-0168.

³ US Department of Transportation, Federal Transit Administration, Circular FTA C 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," (https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA Title VI FINAL.pdf)

⁴ FTA Circular FTA C 4702.1B

⁵ Metro's 2022 Title VI Program Report was approved through Motion 16179

⁶ Ordinance 19367, Attachment B

⁷ KCC 28.94.020.B

⁸ Federal Transit Administration, Title VI Guidance (<u>link</u>)

Table 1.

Required Elements for a Title VI Program Report

Required Element	Description	Location in Att A to PM 2025-0168
Notice to the public	Copy of the notice to the public that informs the public of their protections	p. 6
Title VI complaints	Information on the process for complaints, the complaint form, and any complaints filed during the program report period	p. 7 & Appendix A
Public participation plan	Summary of how Metro provides opportunities for public participation, including a summary of public participation during the program report period	p. 8
Membership of committees	Demographics of membership of boards and committees	p. 9
Language assistance plan	Summary of how Metro provides language assistance to LEP populations, including a summary of translation and interpretation services provided during the reporting period	p. 22
Subrecipient compliance	Summary of compliance by agencies and jurisdictions to which Metro provided federal grant funds during the reporting period	p. 23
Review of facilities	Title VI analysis for qualifying capital facilities constructed during the reporting period	p. 25
Documentation of governing body review and approval	Proof that County Council has approved the Title VI Program Report	p. 25 & Appendix J
Service standards and service policies	 Vehicle loads (crowding) Vehicle headway On-time performance Service availability Vehicle assignment Distribution of transit amenities 	p. 26
Demographic and service profile maps	Maps showing minority and low-income Census tracts overlaid with routes and facilities	p. 39
Demographic ridership and travel patterns	Information on the demographics of riders and non-riders based on surveys	p. 43
Equity analysis for individual service or fare changes	Information about approved transit service changes or changes to fares, including the equity analysis that was conducted	p. 44 & Appendices F-I

Notice to the public. Each transit agency must provide a notice to the public that indicates the agency complies with Title VI and informs members of the public of the protections against discrimination afforded to them by Title VI. Metro's notice to the public provisions are summarized beginning on page 6 of the program report.

Title VI complaints. A copy of the transit agency's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form, must be included in the program report. Metro's complaint procedures are described on

page 7 of the program report and the complaint form is included in Appendix A. The program report states that Metro was not subject to any Title VI-related lawsuits or civil rights investigations during the reporting period.

Public Participation Plan. Title VI program reports must include a public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. Metro's public participation plan discussion begins on page 8 and summarizes the County's guidelines for public participation and language assistance as found in the King County Strategic Plan,⁹ Metro's Strategic Plan for Public Transportation,¹⁰ the King County Equity and Social Justice Strategic Plan,¹¹ the King County Executive Order on Translation,¹² and King County Code requirements for language assistance plans.¹³

The program report then summarizes Metro's ongoing engagement efforts through the Transit Advisory Commission, Access Paratransit Advisory Committee,¹⁴ and Mobility Equity Cabinet,¹⁵ and project-specific engagement processes that have been used to develop major service changes.

Membership of committees. The program report must provide demographic information of the members of boards and committees. Metro's 2025 program report provides this information for the Transit Advisory Commission, Access Paratransit Advisory Committee, and Mobility Equity Cabinet beginning on page 9. The program report also provides examples of other, project-specific committees, such as mobility boards, partner review boards, community-based organization engagement, and broader community engagement efforts.

Language Assistance Plan. The program report must summarize how the transit agency provides language assistance to persons with limited English proficiency, including a summary of translation and interpretation services provided during the reporting period. Metro's 2025 program report summarizes language assistance efforts beginning on page 22. The program report describes Metro's current practices and its compliance with the Executive's written order on translation.

Subrecipient compliance. The FTA requires transit agencies to summarize compliance by agencies and jurisdictions to which Metro provided federal grant funds during the reporting period. Metro's program report on page 23 describes the responsibilities of Metro's grants staff and project managers in coordinating subrecipient compliance. The program report then lists Metro's subrecipients of federal funding

⁹ King County Strategic Plan [Link]

¹⁰ Ordinance 19367

¹¹ King County Equity and Social Justice Strategic Plan [Link]

¹² Written Language Translation Process [Link]

¹³ KCC 2.15.030

¹⁴ KCC 2.124.010

¹⁵ Metro's Mobility Equity Cabinet is comprised of 23 members who represent people countywide who are Black, Indigenous, or of color, people with low or no-incomes, linguistically diverse people, immigrants and refugees, and people with disabilities. The Equity Cabinet worked with Metro staff to develop the 2019 Mobility Framework (Motion 15618) and the 2021 updates to Metro's policy documents (Ordinance 19367).

during the reporting period: the cities of Bellevue, Kirkland, Redmond, Seattle, and Tukwila, as well as Washington State Ferries.

Review of capital facilities. Program reports must provide Title VI analysis for qualifying capital facilities constructed during the reporting period. Metro's program report states on page 25 that Metro did not construct any new facilities during the reporting period.

Documentation of governing body review and approval. The FTA requires that a transit agency's governing body approve the program report before it is submitted to the FTA. For Metro, the King County Council is the governing body. Proposed Motion 2025-0168 would approve Metro's 2025 program report. The text of the motion instructs Metro to include a copy of the approved, signed motion as Appendix J to the program report to document its approval, and states on page 25 that this will be done.

System-Wide Service Standards and Policies. The program report must include summary metrics on the transit agency's service profile to identify routes that predominantly serve low-income or minority riders and to determine if the same service levels are found on these routes as for the overall system. The reporting on service standards begins on page 26 of the program report using data from Metro's Spring 2024 service change (March 2024 to September 2024) and the 2024 System Evaluation report. The program report describes the methodology Metro uses to identify minority and low-income routes.

- Vehicle load. Metro's adopted Service Guidelines define how overcrowding is calculated. The program report states that Metro's 2024 System Evaluation report did not identify any routes as needing additional trips to reduce crowding based on the Service Guidelines' criteria. The program report notes that the addition of trips to reduce overcrowding is the first investment priority in Metro's Service Guidelines. It goes on to state that loads and load factors increased in the years following the pandemic, that loads and load factors are generally lower for minority routes than for nonminority, that loads and load factors during the midday period are slightly higher on routes predominantly serving minority communities, and that loads and load factors for low-income and non-low-income routes are generally the same in the AM peak inbound and PM peak outbound trips, but markedly higher for low-income routes during the midday period.
- Vehicle headways. Metro's adopted Service Guidelines define service levels, specifically headways, or the time between buses, for each type of route. The program report notes that, in Spring 2024, average headways were lower (that is, service was more frequent) for minority routes than for non-minority routes during most time periods on weekdays and weekends, except for late nights on weekdays and Saturdays. One reason for this is because minority routes had longer spans of service on weekdays, meaning they ran later into the night (when service is generally less frequent) than non-minority routes. Low-income routes also had lower headways than non-low-income routes except on weekday nights, also because of longer average spans of service.

¹⁶ Motion 16733

On-time performance. Metro's Service Guidelines define on-time as service
passing a scheduled time point between one minute before and five minutes after
the scheduled time, with a goal of 80% on-time performance. The program report
states that, for service during Spring 2024, on-time performance for minority routes
was slightly lower than non-minority routes on weekdays, Saturdays, and Sundays.
Low-income routes were slightly more on-time than non-low-income routes.

The adopted Service Guidelines make routes with reliability problems the second priority for investment. The 2024 System Evaluation report identified 61 routes needing service investments to improve their reliability, including 33 minority routes, 29 low-income routes, and 22 that are both minority and low-income. The program report states that, among routes needing investment to improve reliability, the proportion of minority and low-income routes is roughly equal to the number of non-minority and non-low-income routes, respectively.

- **Service availability.** The program report states that, based on 2024 data, 48% of the total population, 64% of the low-income population, and 49% of the minority population lived within one-half mile of frequent transit service; and 67% of the total population, 77% of the low-income population, and 70% of the minority population lived within one-quarter mile of all transit service.
- Vehicle assignment. The program report notes that Metro's fleet includes hybrid, battery-electric, and trolley buses, and that, as of Spring 2024, the average age of vehicles assigned to minority routes was 0.5 years newer than vehicles assigned to non-minority routes; but that the average age of vehicles assigned to weekday lowincome routes was 0.4 years older than those assigned to non-low-income routes.
- Distribution of transit amenities. Metro's Service Guidelines set standards for bus stop spacing and bus shelters, including the amenities (such as seating, waste receptacles, lighting, informational signs, maps, and schedules) provided at each type of shelter. The program report notes that, as of Spring 2024, census tracts classified as low-income or minority have higher percentages of an amenity or are within three percentage points of census tracts classified as non-low-income or nonminority.

Demographic and service profile maps. The FTA requires transit agencies to provide maps of their service areas showing minority and low-income census tracts. Metro's 2025 program report provides these maps beginning on page 39. The program report states that the maps were developed based on 2023 American Community Survey data.

Demographic ridership and travel patterns collected by surveys. The program report notes that Metro conducts ongoing surveys of riders and non-riders using address-based sampling. Respondents can participate online or by telephone in English, Spanish, Mandarin, Cantonese, Vietnamese, or Somali. The program report provides summaries beginning on page 43. It notes that the 2024 Rider/Non-Rider Survey found that minority riders are more likely to use public transit for work trips than non-minority riders (57.5% compared to 48.2%), but more likely to be dissatisfied or

somewhat dissatisfied with Metro's service (24.5% compared to 21.4%). The survey captures demographic data but not income data.

Service and fare equity analyses. The program report includes, beginning on page 44 and in Appendices F-I, the Title VI equity analyses conducted for:

- **Service changes:** 2022 service change, Lynnwood Link transit restructure, RapidRide G Line restructure, 2024 service change suspensions (approved by Metro's General Manager), and East Link transit restructure (this has been approved by Council but not yet fully implemented).¹⁷
- **Fare changes:** 2022 zero youth fare, 2022 \$1 LIFT fare pilot, 2023 \$1 LIFT fare change, 2024 low-income water taxi fare reduction, 2024 adult water taxi fare change, 2024 adult bus fare change, 2024 LIFT bus fare reduction, 2025 day pass fare reduction (still in process). 18

The transmitted Title VI program report appears to accurately describe Metro's actions since July 2022 and to document compliance with federal Title VI requirements and with Metro's adopted Service Guidelines.

ATTACHMENTS

- Proposed Motion 2025-0168
 Note that due to size, Attachment A can be found here:
 https://mkcclegisearch.kingcounty.gov/View.ashx?M=F&ID=14269019&GUID=85

 90B0B3-C12D-4941-9212-64BA9B717B1C
- 2. Transmittal Letter

¹⁷ Ordinances 19422, 19751, 19750, 19899

¹⁸ Ordinances 19474, 19532, 19705, 19852, 19853, 19854, 19858

ATTACHMENT 1



KING COUNTY

1200 King County Courthouse 516 Third Avenue Seattle, WA 98104

Signature Report

Motion

	Proposed No. 2025-0168.1 Sponsors Quinn
1	A MOTION relating to public transportation, approving the
2	2025 King County Metro Transit Title VI Program Report.
3	WHEREAS, Federal Transit Administration ("FTA") regulations in 49 C.F.R.
4	Section 21.9(b), require all direct and primary recipients of FTA funds to submit a Title
5	VI program report every three years to the FTA regional office, and
6	WHEREAS, updated regulations in Circular FTA C 4702.1B require that "the
7	Title VI program be approved by a recipient's board of directors or appropriate governing
8	entity or official or officials responsible for policy decisions prior to submission to the
9	FTA," and
10	WHEREAS, the King County Metro transit department, as a transit provider and
11	direct recipient of FTA funds, developed the 2025 Title VI Program Report in
12	compliance with applicable federal regulations;
13	NOW, THEREFORE, BE IT MOVED by the Council of King County:
14	The council hereby approves the 2025 King County Metro Transit Title VI
15	Program Report, which is Attachment A to this motion. The council requests that the
16	executive transmit a copy of Attachment A to this motion, with a copy of the final, signed

Administration.	
	KING COUNTY COUNCIL KING COUNTY, WASHINGTON
TTEST:	Girmay Zahilay, Chair
Melani Pedroza, Clerk of the Council	
APPROVED this day of	,
	Shannon Braddock, County Executive
	Shamon Braddock, County Exceditive
attachments: A. 2025 King County Metro	Transit Title VI Program Report

Motion

Proposed Motion 2025-0168.

ATTACHMENT A. 2025 King County Metro Transit Title VI Program Report

Note that due to size, Attachment A can be found here:

 $\underline{\text{https://mkcclegisearch.kingcounty.gov/View.ashx?M=F\&ID=14269019\&GUID=8590B0B3-C12D-4941-9212-64BA9B717B1C}$



Shannon Braddock King County Executive 401 Fifth Avenue, Suite 800 Seattle, WA 98104 206-296-9600 Fax 206-296-0194

TTY Relay: 711 www.kingcounty.gov

June 5, 2025

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

Dear Councilmember Zahilay:

This letter transmits a proposed Motion that would if enacted, approve King County Metro Transit Department's ("Metro's") 2025 Title VI Program Report required by the federal government. This proposed legislation supports Metro's ability to comply with the Federal Transit Administration (FTA) reporting requirements, as described below.

Title 49, Chapter 53, Section 5332 of the United States Code directs the Secretary of Transportation (Secretary) to ensure that recipients of federal financial assistance for transportation projects, programs, and activities comply with Title VI. The Secretary's approach to meeting this requirement is set forth at Title 49, Part 21 of the Code of Federal Regulations ("CFR"). 49 CFR §21.1 specifies the purpose "to effectuate the provisions of title VI of the Civil Rights Act of 1964 ... to the end that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the Department of Transportation."

Under 49 C.F.R. §21.9(b), FTA grant recipients are required to submit Title VI compliance reports to the Secretary "at such times, and in such form and containing such information, as the Secretary may determine." FTA Circular 4702.1B provides recipients detailed guidance and instructions on meeting this requirement. Chapter II, section 5 ("Reporting Requirements") of the Circular includes the direction, "FTA requires that all direct and primary recipients document their compliance by submitting a Title VI Program to their FTA regional civil rights officer once every three years." It further requires the Title VI Program report "must be approved by the direct or primary recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA." The Council

The Honorable Girmay Zahilay June 5, 2025 Page 2

approved Metro's last report on July 26, 2022 (Motion 16179). Metro's next report must be submitted to FTA by October 1, 2025.

Metro's report includes a description of Metro's Title VI notice and procedures, a public participation plan, a language assistance plan, and an analysis of how Metro service is implemented in low-income and minority communities. In addition, the report compiles the Title VI equity analysis completed for each major service, fare or fee change implemented between July 2022 and June 2025. The enclosed report meets the FTA reporting requirements.

Thank you for your consideration of this proposed Motion. The 2025 King County Metro Transit Title VI Program Report will allow Metro to fulfill its FTA requirements while explaining to the public how the County's transit delivers high-quality services in an equitable manner.

If your staff have any questions, please contact Christopher Bhang, Metro EEO Officer, at (206) 263-5580.

Sincerely,

for

Shannon Braddock King County Executive

Enclosure

cc: King County Councilmembers

<u>ATTN</u>: Stephanie Cirkovich, Chief of Staff, King County Council Melani Hay, Clerk of the Council

Karan Gill, Deputy Executive, Chief of Staff, Office of the Executive Stephanie Pure, Council Relations Director, Office of the Executive Michelle Allison, General Manager, Metro Transit Department (MTD) Christopher Bhang, Equal Employment Opportunity (EEO) Officer, MTD



TRANSPORTATION, ECONOMY AND ENVIRONMENT COMMITTEE

June 17, 2025

Agenda Item No. 6 Briefing No. 2025-B0094

Metro General Manager Briefing

No Materials for this item will be available for the meeting.



Metropolitan King County Council Transportation, Economy, and Environment Committee

STAFF REPORT

Agenda Item:	7	Name:	Mary Bourguignon
Proposed No.:	2025-0147	Date:	June 17, 2025

SUBJECT

Proposed Ordinance 2025-0147 would establish the Locally Preferred Alternative (LPA), including the alignment and station locations, for Metro's RapidRide K Line between Kirkland and Bellevue, and would authorize a service level commitment for the line.

<u>SUMMARY</u>

Metro currently operates eight RapidRide lines (A-H), and is working to develop four more lines (I, J, K, R) for planned openings between 2027 and 2031.

Prior to construction of each RapidRide line, the County establishes a Locally Preferred Alternative (LPA), which sets the alignment (pathway) and station locations. An adopted LPA is needed for Metro to apply for federal grant funding, as well as to work with local jurisdictions on capital investments for a new RapidRide line.

Proposed Ordinance 2025-0147 would establish an LPA for the RapidRide K Line. The LPA would follow an approximately 16-mile north south corridor parallel to I-405 between Bellevue and Kirkland, connecting Totem Lake Transit Center, Kirkland Way Park & Ride, Kirkland Transit Center, South Kirkland Park & Ride, Bellevue Transit Center / Bellevue Downtown Station, Bellevue College, and Eastgate Park & Ride, following portions of existing routes 239, 245, 250, 255, and 271.1 The LPA would identify locations for 70 stations along the route (one northbound and one southbound at each of 35 intersections). See Attachment B to Proposed Ordinance 20215-0147 for a map of the proposed alignment and station locations.

Proposed Ordinance 2025-0147 would also authorize service level commitment for the first five years of service on the K Line, if required for federal grant funding.

Amendment 1 would add more detail to the Statement of Facts section, including references to the adopted 2021 Metro Connects long-range plan.²

¹ Route 271 will be deleted when the East Link transit restructure (Ordinance 19899) is implemented.

² Ordinance 19367

BACKGROUND

RapidRide Implementation. RapidRide is the name of Metro's bus rapid transit service. RapidRide lines offer high frequency service; faster, more reliable trip times using speed and reliability improvements, such as exclusive lanes and/or transit signal priority at intersections; improved stations, with shelters and real-time information signs; all-door boarding; and red/gold branded buses and facilities.

Metro currently operates eight RapidRide lines (A-H), and is working to develop four more lines (I, J, K, R) for planned openings between 2027 and 2031. For each RapidRide line, the Council establishes a Locally Preferred Alternative (LPA) prior to construction to identify the alignment (pathway) and station locations for the new line; and adopts a service change ordinance prior to the line's opening to approve the span and frequency of service, as well as the allocation of service hours to the route.³

Table 1 lists the existing RapidRide lines, as well as those currently under development, showing the LPA and service change ordinance numbers for each.

Table 1. Rapid Ride Lines (Operating and Planned)

Line	Pathway	LPA Ordinance	Service Change Ordinance	Start Date
Α	Federal Way to Tukwila	16725	16844	Oct 2010
В	Bellevue to Redmond	16725	17100	Oct 2011
С	Westwood Village to South Lake Union	16725	17320	Sept 2012
D	Crown Hill to Downtown Seattle	16725	17320	Sept 2012
Е	Aurora Village to Downtown Seattle	17391	17584	Feb 2014
F	Burien to Renton	17391	17584	June 2014
G	Madison Valley to Downtown Seattle	19012	19750	Sept 2024
Н	Burien to Downtown Seattle	18894	19422	Mar 2023
ı	Renton to Auburn	19098		2027
J	Downtown Seattle to U District	19312		2027
K	Kirkland to Bellevue	PO 2025-0147		2030
R	Rainier Beach to Downtown Seattle	TBD		2031

Metro Connects, Metro's long-range plan,⁴ indicated that Metro would be operating 10 RapidRide lines (A-J) by 2026;⁵ 13 to 15 lines (including the K and R lines) by the midto late-2030s;⁶ and 19 to 23 lines by 2050. Metro Connects required the development of a RapidRide Prioritization Plan ⁷ to organize in tier order the lines to follow K and R.

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³ KCC 28.94.020.B requires that any service change that changes 25% or more of a route's weekly service hours or moves a stop location by ½ mile or more must be approved by the Council.

⁴ Ordinance 19367

⁵ Since Metro Connects was adopted, the start date for the RapidRide J has moved from 2026 to 2027.

⁶ The Metro Connects Interim Network is envisioned for the completion of the Ballard and West Seattle Link light rail extensions (for costing purposes, estimated at 2035).

⁷ Motion 16659

K Line early planning. In 2014, after opening the first six RapidRide lines, Metro began working with local jurisdictions and partner agencies to develop a plan for the next set of RapidRide lines to be developed. This planning effort informed the 2017 Metro Connects long-range plan.⁸ The Metro Connects *RapidRide Expansion Report*⁹ (Appendix G to the 2017 Metro Connects) summarized the process by which potential RapidRide lines were assessed based on productivity, social equity, and geographic value; identified 24 candidate lines; and, from the list of candidate lines, proposed 13 new RapidRide lines for development as part of the Metro Connects 2025 Network.¹⁰

That list of 13 future RapidRide lines included corridor #1027 (later named the K Line), which covered Totem Lake, Bellevue, and Eastgate, and was served by Routes 234, 235, and 271.

Later in 2017, in response to provisos¹¹ in the County's 2017-2018 biennial budget ordinance requiring Metro to describe the process for implementing the next set of RapidRide lines, the Executive transmitted a report¹² that described plans for the 13 RapidRide lines to be developed by 2025. The report stated that the G¹³ and H¹⁴ lines would be the first to be developed and that the remaining 11 lines would follow, with all 13 lines in service by the end of 2026, and with service for the K Line (corridor #1027) targeted for 2023.

In 2018, Metro revised its RapidRide development timeline, submitting a technical memo¹⁵ during the Council's deliberations on the Executive's proposed 2019-2020 biennial budget that outlined plans to implement seven new RapidRide lines by 2027, with 13 to be delivered later. Start of service for the K Line was targeted for 2025.

As part of the 2019-2020 budget, the K Line received an appropriation of \$3 million for preliminary design work. Metro's capital improvement plan (CIP) identified future planned requests for development of the K Line, including \$4.5 million expected to be proposed for the 2021-2022 biennium and \$57.9 million expected to be proposed for the 2023-2024 biennium. The CIP noted that Metro anticipated beginning K Line construction in 2024 for a planned start of service in 2025. 16

Pandemic-era pause on K Line planning. In September 2020, the Executive transmitted a proposed 2021-2022 biennial budget that reflected the significant declines in revenue, ridership, and fare recovery Metro had experienced during the first year of the pandemic. The proposed budget included a reduction in both operating and capital

⁸ Ordinance 18449 (Metro Connects was updated in 2021 via Ordinance 19367. The updated Metro Connects commits to the development of the K Line.)

⁹ Ordinance 18449, Attachment A, Appendix G

¹⁰ The 2017 Metro Connects identified two future bus networks: a 2025 Network and a 2040 Network. The 2021 Metro Connects identifies an Interim Network (mid- to late 2030s) and a 2050 Network.

¹¹ Ordinance 18409, Section 132, Provisos P4 and P5

¹² Motion 14956

¹³ The G Line opened for service in September 2024.

¹⁴ The H Line opened for service in March 2023.

¹⁵ Revised Program Delivery Schedule Technical Memo, 10-12-18, presented to Council 2019-2020 budget panel "Move King County" (<u>link</u>)

¹⁶ Ordinance 18835, Fund 3641, Project 1134292

expenditures for Metro, including a reconsideration of the status and schedule for the RapidRide lines that were being planned. For the K Line, the 2021-2022 budget proposed that, because preliminary design work had been only partially completed prior to the onset of the pandemic (work on the K Line had reached 1% design) and because of the uncertainty around future capital funding, the K Line would be removed from the CIP, work on the K Line would be paused, and no further capital appropriations would be made until a new implementation timeline could be developed.

In response to the proposal to pause work on several of the planned RapidRide lines, including the K Line, the Council added a proviso requirement to the 2021-2022 budget ordinance that asked Metro to transmit a RapidRide Restart Report by March 30, 2022.¹⁷

Restart of K Line planning. In December 2021, the Council adopted an update to the Metro Connects long-range plan. The 2021 Metro Connects indicated that 10 RapidRide lines (A-J) would be expected to be in operation by 2026; 19 13 to 15 lines, including the K Line, 20 to be in operation by the time of the Metro Connects Interim Network (mid to late 2030s); 21 and 19 to 23 lines to be in operation by the time of the 2050 Network.

In March 2022, the Executive transmitted the RapidRide Restart Report²² the Council had requested by proviso. The report stated that, prior to pausing work on the K Line, Metro had drafted a tentative preferred alignment from Totem Lake Transit Center to Eastgate Park & Ride in coordination with the cities of Bellevue and Kirkland and local community members. As part of this effort, Metro had begun to identify capital investments that would be needed, including station locations, roadway upgrades, intelligent transportation system elements, and access to transit improvements. The report stated that Metro's plan had been to move toward 10% conceptual design, but that work was paused at the 1% stage after the pandemic began.

The RapidRide Restart Report stated that, after pausing work, Metro had resumed some planning efforts for the K Line during 2021, allocating \$600,000 for alternatives analysis and design, including identifying key improvements along the corridor, conducting initial assessments of conformity with local jurisdictions' code and regulatory requirements, and developing capital cost estimates (\$80-\$103 million in 2021 dollars²³). The report concluded with the recommendation that Metro wait to proceed with additional planning work until funding could be programmed into Metro's budget

¹⁷ Ordinance 19210, Section 113, Proviso P1, as amended by Ordinance 19364, Section 86, Proviso P1

¹⁸ Ordinance 19367

¹⁹ Since Metro Connects was adopted, the start date for the RapidRide J has moved from 2026 to 2027.

²⁰ Ordinance 19367, Attachment C, pp. 23, 100.

²¹ 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, 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.

²² Motion 16153

²³ The RapidRide Restart Report stated that the capital cost estimates developed in 2021 would need to be updated because of construction cost inflation.

and CIP for both capital and future operating costs, as proceeding in a segmented manner might require work to be redone.

In November 2022, during its review of the 2023-2024 biennial budget,²⁴ the Council appropriated \$7 million for K Line development, with the stated goal that the K Line would proceed with project design with the aim of starting service as soon as possible. To track progress, the Council added a proviso requirement²⁵ requiring Metro to brief the Regional Transit Committee (RTC) no later than November 30, 2023, on progress on the planning and design of the K Line, and that K Line progress be included in the RapidRide Prioritization Plan²⁶ that was due to the RTC and Council by June 30, 2024.

In October 2023, Metro briefed the RTC²⁷ on K Line progress as required, stating that the K Line had been included in Metro's 10-year financial plan at \$120 million, and that work on the K Line was underway to advance to 10% design, re-engage with community partners, develop a constrained scope and budget, identify funding sources including possible grant funding, and establish a delivery schedule and methodology. Metro stated that it was developing a proposed LPA in advance of applying for federal grant funding. Metro affirmed the goal of opening the K Line as early as 2030.

In June 2024, Metro transmitted the RapidRide Prioritization Plan,²⁸ which stated that the K Line had been included in Metro's six-year Capital Improvement Program at \$120 million, with delivery planned for as early as 2030. The RapidRide Prioritization Plan also responded to the requests for information about the K Line's development included in the 2023-2024 budget proviso, stating that, during 2024 and 2025, Metro would:

- Re-engage with the community to build on 2019-2020 engagement efforts;
- Select preferred speed and reliability improvements and multimodal connections and develop a proposed LPA;
- Submit the LPA to the Council for review and approval;
- Complete 10% design deliverables;
- Apply for FTA Small Starts²⁹ grant funding; and
- Begin the federal environmental review process.30

The RapidRide Prioritization Plan stated that Metro's goal was for final design for the K Line to be completed by 2027, with construction between 2028 and 2030.

²⁵ Ordinance 10546, Section 114, Proviso P4

²⁴ Ordinance 19546

²⁶ Ordinance 19367 required Metro to develop a RapidRide Prioritization Plan to identify the tiers of RapidRide Lines to be developed. It was transmitted in June 2024 and accepted via Motion 16659.

²⁷ 2023-B0102 (link)

²⁸ Motion 16659

²⁹ Federal Transit Administration, Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvements) (<u>link</u>)

³⁰ United States Environmental Protection Agency, National Environmental Policy Act Review Process (link)

ANALYSIS

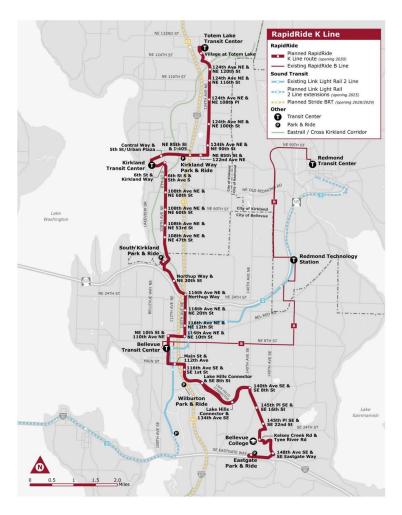
Proposed K Line Locally Preferred Alternative. Proposed Ordinance 2025-0147 would establish the Locally Preferred Alternative (LPA), including the alignment and station locations, for the K Line.

Approval of the LPA would allow Metro to complete design of the capital improvements proposed for the K Line, prepare grant applications, begin environmental review and permitting, and plan for construction. Service on the RapidRide K Line would be established by the Council through a service change ordinance approximately six months prior to the opening of the line.

As proposed, the K Line would travel 16 miles from Totem Lake Transit Center to the Kirkland Way Park & Ride, Kirkland Transit Center, South Kirkland Park & Ride, Bellevue Transit Center / Bellevue Downtown Station, Bellevue College, and Eastgate Park & Ride following portions of existing routes 239, 245, 250, 255, and 271.31

The LPA would identify 70 station locations along the route (one northbound and one southbound at each of 35 identified intersections).

The map to the right shows the proposed K Line alignment and station locations. More detailed information can be found in Attachments A and B to Proposed Ordinance 2025-0147, in Attachment 1 to this staff report.



Proposed Ordinance 2025-0147 would also authorize a commitment to service levels for the first five years of service on the K Line, if required for federal grant funding.

The K Line Locally Preferred Alternative Report, which is Attachment A to Proposed Ordinance 2025-0147, describes the proposed RapidRide project, including the routing (described above), service plan, corridor improvements, community engagement, major decision points, and estimated capital costs.

³¹ Route 271 will be deleted when the East Link transit restructure (Ordinance 19899) is implemented.

Service Plan. The K Line Locally Preferred Alternative Report notes that the K Line is expected to operate in alignment with RapidRide standards. The span of service would be from 4:30 am to 12:30 am on weekdays and 5:30 am to 12:30 am on weekends. Frequency would be every 10 minutes during weekday peak hours; 15 minutes during middays, evenings, and weekends; and 30 minutes during late evening hours.

Section 4 of Proposed Ordinance 2025-0147 authorizes the Executive to enter into a service level commitment if required as a condition of federal funding. The service level commitment would be limited to the first five years of service on the K Line. Previous RapidRide line LPAs also authorized service level commitments as a requirement of applying for federal grant funding.

Proposed corridor improvements. The K Line Locally Preferred Alternative Report identifies potential capital investments along the route. These corridor improvements include a variety of smaller proposed changes, such as curb modifications and signal coordination, but primarily focus on more significant investments to improve speed and reliability for buses (19 locations), to improve access to transit for passengers (11 locations), and to develop improvements at the route's stations (70 locations).

- **Speed and reliability improvements** include converting a traffic lane to a busonly lane, installing transit queue jumps or transit signal priority at intersections, or widening streets to allow buses to travel and turn more easily. The report notes that the goal in making these improvements is a 15 to 30% travel time reduction compared to running a local transit service on the same streets during the pm peak period without these improvements. With improvements proposed at 19 locations, the report estimates a total travel time reduction of 45.7 minutes along the 16-mile length of the K Line's route.³²
- Access to transit improvements include installing sidewalks or protected bicycle lanes along the K Line route; upgrading street crossings with crosswalks, curb ramps, or reduced turning radii; or installing beacons or other signals to help people safely cross the street. The K Line LPA proposes a total of 11 locations for access to transit improvements: five in Kirkland and six in Bellevue.
- Station improvements will result in a total of 70 stations for the K Line (one northbound and one southbound at each of 35 identified intersections, with 18 in Kirkland and 17 in Bellevue). This will require adding 16 new stations and upgrading or consolidating more than 50 additional stops or stations. Each RapidRide station will include accessibility features, a shelter, destination signs, lighting, all-door boarding, and safe street crossings. The report notes that each station will be designed in coordination with the local jurisdiction, meaning that, in some cases, a station would be integrated into an existing structure rather than developed as a stand-alone facility.

³² The K Line Locally Preferred Alternative Report estimates round trip travel time of 139 minutes, which translates to an estimated 69.5 minutes on average to travel from one end of the route to the other.

Community Engagement. The K Line Locally Preferred Alternative Report summarizes three phases of community engagement that occurred between late 2019 and early 2025. More detailed information can be found in the K Line Community Engagement Summaries.³³

- Phase 1 (Fall 2019) focused on an assessment of community needs and priorities for RapidRide service between Kirkland and Bellevue. This phase built on engagement efforts that had been conducted as part of the North Eastside Mobility Project (NEMP) restructure of transit service in East King County that was implemented at the Spring 2020 service change.³⁴ Community feedback during this phase led to preliminary routing concepts within Bellevue and Kirkland, as well as preliminary proposals for K Line station locations, speed and reliability investments, and access to transit improvements.
- Phase 2 (Summer 2024) focused on conceptual planning for the new RapidRide line. During this phase, Metro reintroduced the project after its pandemic-era pause and gathered feedback on station locations, as well as priorities for access to transit and roadway improvements. This phase of community engagement included discussions about routing choices (such as the decision to locate service on 110th Avenue NE in Downtown Bellevue), station locations, and the level of transit priority to be achieved with planned speed and reliability improvements.
- Phase 3 (Winter 2025) focused on sharing a draft LPA with local partners and community members prior to transmittal to Council. Engagement focused on the specific alignment and station location recommendations to be included in the proposed LPA, as well as the location and magnitude of speed and reliability investments and access to transit improvements.

The cities of Kirkland and Bellevue have submitted letters of support for the proposed LPA. These letters can be found at Attachment 5 to this staff report.

Major decision points. The K Line Locally Preferred Alternative Report summarizes the major geographic areas for which routing or capital investment recommendations were made following community engagement and coordination with the cities of Bellevue and Kirkland. These include the LPA recommendations for:

- The recommended K Line routing through the Village at Totem Lake, including the location of the northern terminus of the line and the modifications that are recommended to address pinch points and parking conflicts on 120th Avenue NE.
- Speed and reliability improvements to be implemented on NE 85th Street and 124th Avenue NE, as well as along 108th Avenue NE in Kirkland.

³³ K Line Community Engagement Summary Phase 1 (<u>link</u>), K Line Community Engagement Summary Phase 2 (<u>link</u>), K Line Community Engagement Summary Phase 3 (<u>link</u>)

³⁴ Ordinance 18944. The NEMP restructure was approved by the Council in July 2019.

 Routing decisions in Downtown Bellevue, with the proposal that the K Line travel along 110th Avenue NE to maximize connections to light rail, the RapidRide B Line, and future I-405 Stride bus rapid transit.

Estimated capital costs. The K Line Locally Preferred Alternative Report provides an estimated capital cost to construct the proposed LPA at \$105.9 million in 2025 dollars. This capital estimate includes stations, speed and reliability investments, access to transit improvements, and communication system improvements (such as real-time-arrival signs at stations). The capital estimate does not include fleet costs.³⁵

Table 2 shows the funding plan currently proposed to meet the estimated capital costs for K Line development:

Table 2. RapidRide K Line Funding Plan (as of 2025)

Funding Source	Amount
Metro and local funding partners	\$45.8 million
FTA Small Starts grant	\$51.9 million
Other Federal (CMAQ) ³⁶	\$8.2 million
Total	\$105.9 million

The fiscal note submitted with Proposed Ordinance 2025-0147 (see Attachment 4 to this staff report) indicates that the 2026-2027 budget is anticipated to propose \$14.1 million in appropriation authority for the project and that the 2028-2029 budget is anticipated to propose \$8.9 million in appropriation authority. As noted above, construction is anticipated to begin in 2028.

Metro states that the remaining \$19.5 million of local funding is anticipated to be proposed for appropriation in 2030-2031, which is not shown in the fiscal note. Metro notes that this remaining funding would be used for the completion of construction and closeout, which often extends beyond the start of revenue service.

Next steps. Establishing an LPA with alignment and station locations for the RapidRide K Line, along with a service level commitment, would be consistent with the Council's actions for prior RapidRide lines. Establishing an LPA is also a requirement to apply for federal funding for the capital investments proposed for the K Line. As with other RapidRide lines that have relied on Federal grant funding, implementation of the K Line would be dependent on Metro's successful application for an FTA Small Starts grant.

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³⁵ According to the K Line Locally Preferred Alternative Report, "With an estimated round trip travel time of 139 minutes and 28 minutes for layover and recovery, K Line's cycle time will be approximately 167 minutes. The K Line will require 17 buses in operation. An additional four buses may be needed to serve as spares, for a total of 21 vehicles."

³⁶ CMAQ = Congestion Mitigation and Air Quality Improvement Program (link)

AMENDMENTS

Amendment 1 would add information to the Statement of Facts section, including references to the adopted 2021 Metro Connects long-range plan,³⁷ as well as to the pause and then restart of work on the K Line in response to the pandemic.

ATTACHMENTS

- 1. Proposed Ordinance 2025-0147 (and Attachments A and B)
- 2. Amendment 1
- 3. Transmittal Letter
- 4. Fiscal Note
- 5. Letters of Support

INVITED

- Pierce Canser, Transit Supervisor-Service Development, Metro Transit Department
- Ryan Whitney, Program Manager, Metro Transit Department
- Lluvia Ellison-Morales, Communications Specialist, Metro Transit Department
- Amanda Pleasant-Brown, Government Relations Administrator, Metro Transit Department

-

³⁷ Ordinance 19367

ATTACHMENT 1



Proposed No. 2025-0147.1

KING COUNTY

1200 King County Courthouse 516 Third Avenue Seattle, WA 98104

Signature Report

Ordinance

Sponsors Quinn

1	AN ORDINANCE establishing the Locally Preferred
2	Alternative including the alignment and station locations of
3	the RapidRide K Line.
4	STATEMENT OF FACTS:
5	1. Via Ordinance 18449, enacted February 1, 2017, the King County council
6	adopted the King County Metro transit department's long-range transit service and
7	capital plan, METRO CONNECTS, which identifies an expanded network of
8	future RapidRide lines for implementation, including the RapidRide K Line
9	connecting Kirkland and Bellevue.
10	2. Via Ordinance 19861, enacted December 2, 2024, the council adopted, and the
11	executive signed the 2025 Annual Budget Ordinance, which included capital
12	project 1134292 to implement the RapidRide K Line.
13	3. Via Motion 14956, passed September 18, 2017, the council approved a report
14	on the implementation of new RapidRide lines as required by Ordinance 18409,
15	Section 132, Proviso P5, titled Implementation of New RapidRide Lines/METRO
16	CONNECTS RapidRide Expansion, which identified the K Line as one of the
17	next-generation RapidRide lines to be implemented.
18	4. As documented in the RapidRide K Line Community Engagement Summary
19	Reports, the Metro transit department conducted community engagement

20	concerning the proposed alignment and station locations for the RapidRide K
21	Line in the communities in which it will operate, including Kirkland and
22	Bellevue. As part of the community engagement, the Metro transit department
23	consulted the cities of Kirkland and Bellevue to accommodate city priorities
24	regarding station locations and proposed right-of-way improvements, street and
25	facility design, and proposed transit priority treatments, consistent with bus rapid
26	transit concepts.
27	5. The RapidRide K Line will apply to receive grant funding from the Federal
28	Transit Administration's Small Starts grant program, with the goal of entering into
29	a Small Starts grant agreement.
30	6. The Federal Transit Administration requires that Small Starts grant-funded
31	projects operate transit service at the level specified in the grant agreement for a
32	period of five years. The period of performance for such service level
33	commitments is at the discretion of the Federal Transit Administration and is a
34	prescribed condition of receiving federal financial assistance.
35	BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:
36	SECTION 1. The RapidRide K Line Locally Preferred Alternative that
37	establishes the alignment and general station locations, substantially as set forth in
38	Attachment B to this ordinance, is hereby approved to allow design and construction of
39	RapidRide infrastructure and facilities design and construction to proceed.
40	SECTION 2. Before implementation of RapidRide K Line service, the executive
41	shall notify King County council and the cities of Kirkland and Bellevue of any
42	substantial changes to station locations. The notice to the King County council shall be

43	filed in the form of a paper original and an electronic copy with the clerk of the council,
44	who shall retain the original and provide an electronic copy with the clerk of the council,
45	who shall retain the original and provide an electronic copy to all councilmembers.
46	Following the implementation of RapidRide K Line service, the Metro transit department
47	shall consult with the cities of Kirkland and Bellevue before making any changes to the
48	routing or station locations.
49	SECTION 3. Before the start of RapidRide K Line service, the executive shall
50	transmit to the council a service change ordinance in accordance with K.C.C 28.94.020
51	that identifies hours of operation and service levels by period of the day.
52	SECTION 4. For the purpose of securing federal financial assistance for the
53	development and implementation of RapidRide K Line capital projects as documented in
54	the six-year capital improvement program, the executive or designee is authorized to
55	enter into a RapidRide K Line project agreement that includes defined service level
56	commitments as a prescribed condition of receiving federal funds, but only if the
57	following conditions are met:
58	A. The contractual service commitment does not exceed the period of
59	performance specified in the federal grant agreement; and

	KING COUNTY COUNCIL KING COUNTY, WASHINGTON
	Girmay Zahilay, Chair
ATTEST:	
Melani Pedroza, Clerk of the Council	
Welling Learners Clerk of the Council	
APPROVED this day of	
	Shannon Braddock, County Executive
Attachments: A. K Line Locally Preferred	Alternative Report, B. K Line Station Locations Exhibit



RAPIDRIDE



K Line Locally Preferred Alternative Report

King County Metro Transit

April 2025



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Acronyms and Abbreviations

ADA Americans with Disabilities Act
BAT Business Access and Transit

BRT Bus Rapid Transit

EB East Bound

FTA Federal Transit Administration

KC King County

LPA Locally Preferred Alternative

Metro King County Metro Transit

NB North Bound

K Line RapidRide K Line

P.E. Professional Engineer

Project RapidRide K Line

SB South Bound
ST Sound Transit
ROW Right-of-Way

RRFB Rectangular Rapid Flashing Beacon

RTIS Real-time Information System

I-405 Stride BRT Sound Transit I-405 Stride Bus Rapid Transit service

TSP Transit Signal Priority

WBS West Bound

WBS Work Breakdown Structure

WSDOT Washington State Department of Transportation





1 Executive Summary

This Locally Preferred Alternative (LPA) Report describes King County Metro Transit's (Metro's) vision for new RapidRide bus rapid transit (BRT) service between the cities of Bellevue and Kirkland through a 16-mile corridor. The vision was developed as a collaboration between Metro, public agencies, and the community with planning completion in Early 2025. The future planned service, to be branded as RapidRide K Line, would serve as a major transit route connecting Totem Lake, Downtown Kirkland, South Kirkland Park-and-Ride, Downtown Bellevue, Bellevue College, and the Eastgate Park-and-Ride. In addition to connecting these regional and local centers, K Line implementation would also provide key transit connections to Sound Transit's Link Light Rail and BRT systems; as well as Metro's existing RapidRide B Line service.

The goals of the K Line Locally Preferred Alternative Report include:

- Document Metro's long-term vision for BRT service connecting Kirkland and Bellevue
- Summarize planning efforts completed to date
- Present project needs, benefits, investment costs, and collaboration

This K Line LPA report also presents how and why planning decisions were made, the public engagement efforts completed over the planning period and the LPA selection process.

Metro has established a holistic and comprehensive K Line vision considering a wide range of factors including community values, existing plans and policies, engagement findings, equity, local agency implementation support, technical findings, available budget, and project grant funding competitiveness. This vision was shared with the public and stakeholders as a draft LPA, including a community engagement process. Based on feedback from the community and local agency partners, the draft LPA has been refined. The cities of Kirkland and Bellevue provided formal letters of support in March 2025. King County Council is expected to adopt the LPA in June 2025, completing planning activities on the project.

King County Metro will begin design activities and prepare construction grant applications for this project upon King County Council adoption of the LPA, with a goal of constructing capital improvements and beginning service on the RapidRide K Line in 2030.

Planned project next steps include:

- Formal adoption of the LPA by King County Council in the summer of 2025.
- Federal construction grant application in the fall of 2025 via the Federal Transit Administration Small Start grant program
- Beginning design efforts in the summer of 2025.







2 Introduction

2.1 Description of the Proposed Project

RapidRide K Line will provide frequent, fast, reliable, efficient, and environmentally friendly bus service between the cities of Kirkland and Bellevue in east King County. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Kirkland and Bellevue, and Eastgate Park-and-Ride in Bellevue. This 16-mile route connects riders to numerous other bus routes; RapidRide B Line; Sound Transit's future Stride S1 line; and Link light rail. See RapidRide K Line routing in Figure 2-1.

RapidRide brings stations with better passenger amenities, improves access to transit, and provides more frequent and reliable service. RapidRide investments include transit priority lanes, faster station boarding, more widely spaced stops, and signal upgrades.

2.2 Purpose of this Report

This report describes the recommended Locally Preferred Alternative (LPA) for the RapidRide K Line Project. The LPA is Metro's final step in project planning and defines the project vision. The RapidRide K Line Planning Team developed this LPA through a process that included strong public, stakeholder, and interjurisdictional outreach and engagement efforts.

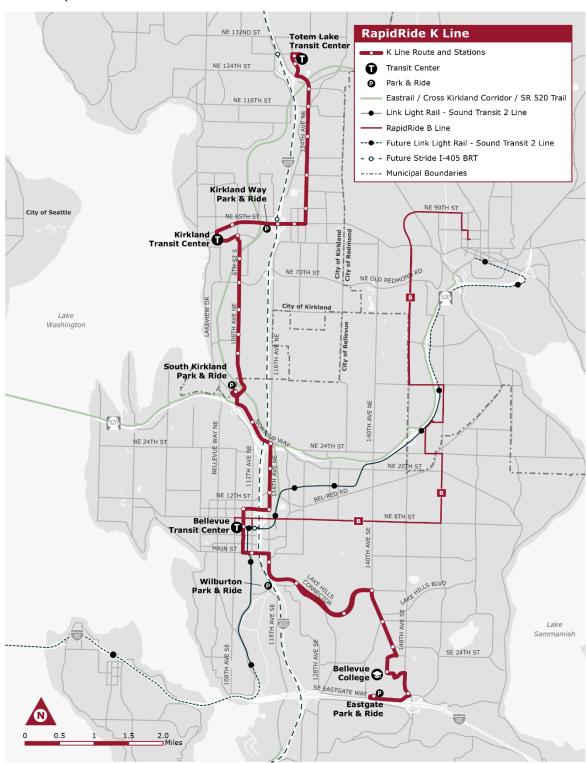
This report describes the transit mode, route, planned station locations, and general operating characteristics of RapidRide K Line service. It also includes information on Metro's community engagement process during the RapidRide K Line planning phase.

Metro will use the LPA to seek federal funding for the project. Service is expected to begin in 2030.





Figure 2-1. RapidRide K Line route







2.3 RapidRide K Line Planning Timeline

In 2017, Metro's long-range plan and policy document, Metro Connects, established the vision for expanding the RapidRide network. Following the adoption of Metro Connects, the King County Council-approved Proviso P5 via Motion 14956, titled Implementation of New RapidRide Lines/Metro Connects RapidRide Expansion. It identified the RapidRide K Line as one of the first of the new generation of RapidRide lines to be enacted. In addition, in 2018, via Ordinance 18835, the King County Council adopted the 2019-20 Biennial Budget, including capital project 1134237 to implement the RapidRide K Line.

From 2019 through 2020, Metro advanced conceptual planning for RapidRide K Line in coordination with other projects evaluating transit service in Kirkland and Bellevue. Due to the COVID-19 pandemic, Metro paused planning on The RapidRide K Line until late 2021. In 2021, Metro published the RapidRide K Line Roadmap Report, documenting work completed prior to the project pause and outlining upcoming work planned for the RapidRide K Line. The King County bi-annual budget has included construction funding for the RapidRide K Line Project since 2023–2024.

Following project planning, Metro will transmit an Alignment Ordinance packet to King County Council for adoption in summer 2025. Metro plans to pursue funding needed to build the project through a Small Starts Grant Agreement with the Federal Transit Administration (FTA). Metro will continue environmental review and preliminary design, final design, and construction between 2025 and 2030, with K Line revenue service planned to begin in 2030. Figure 2-2 shows the proposed timeline.

The RapidRide K Line is a key component of Metro's service improvement efforts in east King County.

Figure 2-2. RapidRide K Line corridor timeline



2.4 About RapidRide

RapidRide is Metro's highest level of investment in convenience, innovation, reliability, and service. RapidRide provides faster, more reliable service with transit priority lanes and special traffic signals timed for faster service. RapidRide is easy to use with all-door boarding and stations that are easier to access. The goals of the RapidRide K Line Project are illustrated in Figure 2-3.





Figure 2-3. RapidRide K Line project goals



Since the first RapidRide entered service in 2010, Metro's launched eight lines carrying approximately 18 million passengers in 2024 or 22 percent of all of Metro's annual ridership. This accounts for nearly 67,000 weekday rides, an approximately 70 percent increase in weekday ridership over the bus routes that served those same travel markets previously.

3 Project Purpose and Need

3.1 Purpose

Metro developed the purpose and need for RapidRide K Line in partnership with community and jurisdictional partners. The purpose of the RapidRide K Line project is to provide frequent, fast, reliable, efficient, and environmentally friendly bus service between the cities of Kirkland and Bellevue in east King County, connecting Totem Lake, downtown Kirkland, south Kirkland Parkand-Ride, downtown Bellevue, Bellevue College, and Eastgate Park-and-Ride. Providing more frequent, convenient, and higher quality transit service will attract more riders and move more people than traditional, local bus service.

3.2 Need

The need for improved transit service in the study area is related to the following conditions and desired outcomes:

Increasing transit demand within the rapidly developing communities of Kirkland and Bellevue

Significant land use changes and job growth in downtown Bellevue, Totem Lake, and downtown Kirkland and areas of Bellevue east of I-405 continue to increase traffic congestion in the corridor. Currently, more than 84,000 people live within a half mile of the corridor and more than 237,000 people work there. These numbers are expected to increase with 17 percent more households and 13 percent more jobs by 2030. Increased corridor travel and greater density lends itself to greater transit demand, which could be served more





efficiently by RapidRide. Significant segments of the corridor are also identified in Metro's 2024 System Evaluation as needing additional transit service to meet service level targets.

2. Existing transit travel times and unreliable performance

Existing transit service in the corridor includes local bus routes with high levels of ridership which are performing below Metro targets for on-time performance. For example, in 2023 local service routes on the K Line corridor were late over 17 percent of their trips, which is still within the target of 80% on-time performance. However, weekend performance for several local service routes on the corridor were late arriving around 25 percent of the time.

Reliability and transit travel speeds decrease significantly during times of peak transit demand and peak congestion. For example, transit travel time increased by over 50 percent between downtown Bellevue and Bellevue College, 60 percent between the south Kirkland Park-and-Ride and downtown Bellevue and 60 percent between the Village at Totem Lake and NE 85th during peak transit ridership usage.

Implementing RapidRide K Line will provide faster, more frequent, and more reliable transit in Kirkland and Bellevue through improved bus stations with greater spacing, transit signal priority, level boarding at key locations, and transit priority lanes.

3. Providing regional transportation connectivity

Large portions of the study area do not have access to high-speed, reliable transit service such as Metro's current RapidRide routes and Sound Transit's Link light rail lines. While Sound Transit will add two new high-capacity transit corridors along I-90 and I-405, riders within the K Line corridor need fast and reliable connections to these regional routes.

- East Link light rail will use the I-90 bridge to provide frequent rail transit between Seattle, Mercer Island, Bellevue, and Redmond starting in 2025, increasing demand for transfers from bus to light rail at Bellevue Transit Center. The K Line will serve as a reliable feeder for people connecting to the light rail system.
- The K Line will run primarily in a north-south direction, parallel to the I-405 freeway. I-405 is a heavily congested highway corridor that serves as a regional bypass for long-haul vehicles and trucks traveling through the Puget Sound region and a key access route for people traveling to jobs and services in east King County. Sound Transit is developing a highway BRT route in the I-405 corridor, I-405 Stride BRT; the K Line will provide important connections from local neighborhoods to this high-capacity line.

Many existing bus stops within this corridor lack safe, well-lit pathways for people walking, biking, and rolling to access transit, especially outside the urban core. These conditions limit the overall usefulness and attractiveness of transit to potential and existing riders. The RapidRide K Line will provide transit service and passenger comfort along this corridor, similar to areas already served by RapidRide and Sound Transit. K Line stations will include safe crossing locations for both bicycle and pedestrian access. These improvements will help riders safely access the K Line and will promote walking and cycling along the corridor.







4. Reducing greenhouse gas emissions

Current RapidRide lines have proven highly successful in increasing transit ridership in congested corridors; and improving transit reliability. RapidRide K Line will provide an attractive alternative to driving alone and draw new riders, better serving people who don't drive in addition to taking cars off congested roads and highways.

3.3 Goals

- The K Line project goals include:
- Improving transit connections by linking jobs and housing to the expanding regional high-capacity transit network, including Sound Transit Link light rail, Stride S1 line, and RapidRide B line.
- Improving transit rider experience through increased service, faster and more reliable transit travel times, and upgraded station passenger amenities.
- Improving access to major employment and education centers, regional transportation systems, and housing community assets.
- Reducing greenhouse gas emissions by increasing transit ridership.
- Implementing the project through a funding partnership with FTA via the Small Starts Grant program.







4 Locally Preferred Alternative

4.1 Mode

Consistent with the past planning efforts and policy direction outlined in Metro Connects, the recommended mode for the K Line corridor is Bus Rapid Transit (BRT). The recommendation of BRT as the preferred technology mode stems from its applicability and adaptability to a variety of urban and suburban environments; its quick deployment capability; and its cost-effectiveness. Transit service will be provided by distinct RapidRide buses, similar to those shown on Figure 4.1, and may also be served by 40' RapidRide buses. RapidRide vehicles include a suite of passenger amenities similar to all Metro buses, as shown on Figure 4.2.

Figure 4-1. Typical RapidRide bus







Figure 4-2. RapidRide vehicle passenger amenities



4.2 Route

The 16-mile RapidRide K Line route will serve the east King County cities of Kirkland and Bellevue, providing a north-to-south connection parallel to the I-405 freeway. The K Line is designed to connect multiple centers of demand and points of transfer to the regional transit system and other transportation services. The downtown cores of both cities will be served, providing excellent connections at the Kirkland (bus only) and Bellevue (bus and light rail) transit centers. K Line will also serve the Totem Lake Transit Center and major park-and-ride facilities in south Kirkland and Eastgate. It will provide key connections to the planned Sound Transit Stride BRT and regional light rail service. The recommended RapidRide K Line route is displayed in Figure 4-3.

4.2.1 City of Kirkland

The RapidRide K Line begins and ends service at the Totem Lake Transit Center. Routing is planed via 120th Avenue NE, turning onto 124th Avenue NE, and continues south until NE 85th Street, where it turns west, connecting to ST BRT service. K Line then runs through the Kirkland Transit Center and heads south along 6th Street S. Where 6th Street S becomes 108th Avenue NE, the bus turns into the south Kirkland Park-and-Ride.

4.2.2 City of Bellevue

After K Line exits south Kirkland Park-and-Ride, it heads southeast along Northup Way. The bus turns right onto 116th Avenue NE and continues south until NE 10th Street, where it heads west. The K Line then runs through downtown Bellevue, traveling south along 110th Avenue NE to Main Street where it travels east over I-405 to 116th Avenue SE. The bus then turns south along 116th Avenue SE as the roadway becomes Lake Hills Connector. K Line continues along Lake Hills Connector until it heads southeast along 140th Avenue SE and 145th Place SE. It then runs through Bellevue College and heads south toward I-90 via 148th Avenue SE, which becomes 150th Avenue SE. The bus turns right on SE Eastgate Way, where it ends at the Eastgate Park-and-Ride.







RapidRide K Line Totem Lake **Transit Center** K Line Route and Stations NE 124TH ST Transit Center O Park & Ride Eastrail / Cross Kirkland Corridor / SR 520 Trail Link Light Rail - Sound Transit 2 Line RapidRide B Line - --- Future Link Light Rail - Sound Transit 2 Line - o - Future Stride I-405 BRT --- Municipal Boundaries Kirkland Way Park & Ride NE 90TH ST Kirkland Transit Center City of Kirkla NE 70TH ST NE OLD REDMO Lake South Kirkland Park & Ride NE 24TH ST NE 24TH ST BELLEVUE BEL-RED RD Wilburton Park & Ride Lake Sammamish SE 24TH ST Bellevue College SE EASTGATE WAY Eastgate Park & Ride 90

Figure 4-3. Recommended RapidRide K Line route







4.3 Service Plan

K Line is expected to operate at service levels in alignment with King County Metro's RapidRide standards. Span of service is planned for 4:30 AM to 12:30 AM on weekdays and 5:30 AM to 12:30 AM on weekends, falling within 30 minutes of Sound Transit 2 Line's weekday and weekend start and end of service. Planned service levels are shown in Figure 4-4.

Figure 4-4. RapidRide K Line transit headway (in minutes)

Day of Week	Peak 6a-9a/3p-7p	Off-Peak 9a-3p	Evening 7p-10p	Late Evening 10p-12:30p
Monday-Friday	10	15	15	30
Saturday/Sunday	15	15	15	30

With an estimated round trip travel time of 139 minutes and 28 minutes for layover and recovery, K Line's cycle time will be approximately 167 minutes. The K Line will require 17 buses in operation. An additional four buses may be needed to serve as spares, for a total of 21 vehicles.

Layover will occur at both ends of the line at Totem Lake Transit Center and at the Eastgate Park-and-Ride. Both locations have comfort station (restroom) facilities for operators.

4.4 Proposed Corridor Improvements

An overview of the proposed corridor improvements is shown in Figure 4-5 to Figure 4-9. Commentary and additional details follow the figures.







RapidRide K Line LPA Segment A K Line Route Passenger Facilities A.1 **A.1** Transit Center **Improvements** Totem Lake Large Station **Transit Center Access to Transit** 0 Medium Station NE 128TH ST • Install protected bike lanes and sidewalks along 120th Ave NE between NE 130th Ln and Village at Totem Small Station 0 Speed & Reliability Improvements Queue Jump LOTH AVENE Speed & Reliability Intersection Modifications Village at • Install curb improvements Curb Modifications **Totem Lake** to 120th Ave NE to Bus Lane/BAT Lane facilitate transit movements through Totem Signal Coordination Lake Village. Roadway Widening Access to Transit Improvements Crossing Bike Lane/Sidewalk Bike Lane Sidewalk A.2 Park & Ride Eastrail/Cross Kirkland NE 120th St Link Light Rail -Sound Transit 2 Line - Stride I-405 BRT **A.2 Improvements** Speed & Reliability · Convert SB curb lane of NE 116th St Totem Lake Blvd NE into NE 116TH ST bus only lane north of NE 124th St intersection. Segment A A.3 **A.3** Kirkland **Improvements** Segment B Redmond **Access to Transit** SLATER AVE N • Install sidewalk along the NE 112TH PL east side of 124th Ave NE between NE 115th Pl and NE 112th Pl. Segment C Medina Bellevue Segment D NE 108th St Segment E Mercer Island NE 107TH PL 0.25

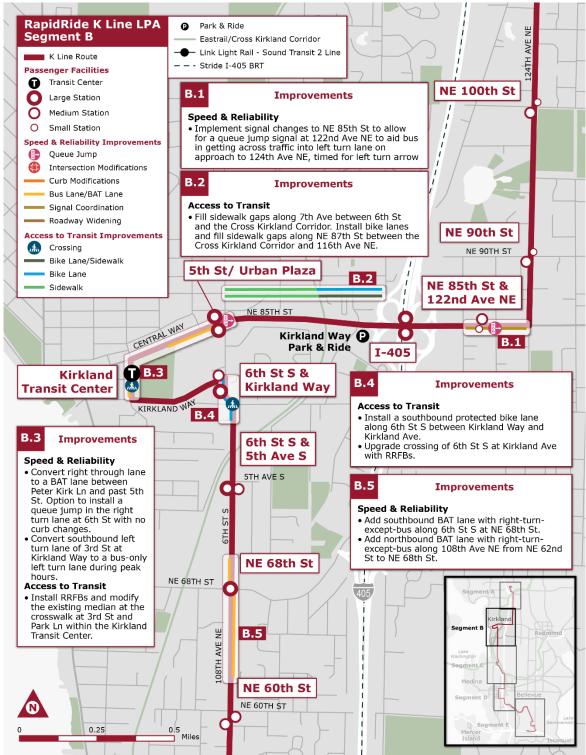
Figure 4-5. K Line Locally Preferred Alternative (LPA) transit improvements: Segment A







Figure 4-6. K Line LPA transit improvements: Segment B







RapidRide K Line LPA Segment C NE 53rd St K Line Route NE 53RD ST **Passenger Facilities** Transit Center 108TH AVE NE Large Station a 0 Medium Station **Improvements** 0 Small Station NE 47th St **Speed & Reliability** Speed & Reliability Improvements Widen 107th Ln NE between NE 37th Ct and NE 47TH ST Queue Jump NE 38th PI to allow for Intersection Modifications two-way bus operations through South Kirkland Park & Ride. Curb Modifications Bus Lane/BAT Lane • Widen southbound 108th Signal Coordination Ave NE on aproach to Northup Way intersection to install a bus-only Roadway Widening **Access to Transit Improvements** left-turn lane. Crossing NK 38/IH PI Bike Lane/Sidewalk City of Kirkland Bike Lane City of Bellevue Sidewalk Park & Ride 0 Eastrail/Cross Kirkland Corridor _ Link Light Rail -Sound Transit 2 Line 405 **South Kirkland** - Stride I-405 BRT Park & Ride Segment A NE 30th St Kirkland Segment B Redmond Segment C **C.2 C.2 Improvements** 116th Ave NE & Medina Speed & Reliability **Northup Way** • Widen Northup Way on Segment D west approach to 116th Ave NE intersection to add a new right turn lane that will be used by southbound Segment E buses. NE 20th St Reconfigure 116th Ave NE

NÉ 20TH ST

Figure 4-7. K Line LPA transit improvements: Segment C



0.25

Island

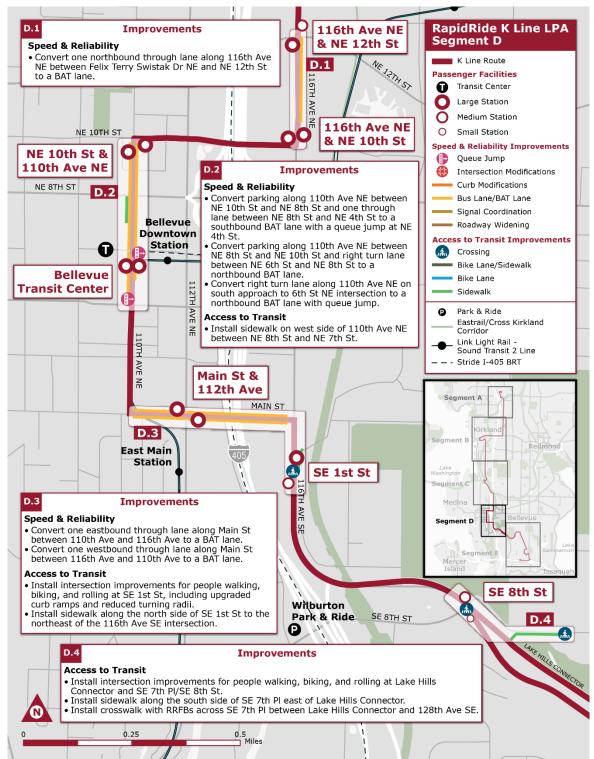


and Northup Way intersection to add a

second northbound left turn lane for buses only.



Figure 4-8. K Line LPA transit improvements: Segment D







RapidRide K Line LPA E.1 **Improvements** Segment E **Access to Transit** K Line Route • Install a half signal crossing of Lake Hills Connector at 134th Ave SE. **Passenger Facilities** Transit Center **E.2 Improvements** 0 Large Station 0 Medium Station **Access to Transit** • Install a crosswalk with RRFBs across 140th Ave SE at SE 10th St. Small Station Speed & Reliability Improvements SE 8th St & Queue Jump 140th Ave SE Intersection Modifications Curb Modifications Bus Lane/BAT Lane Signal Coordination Roadway Widening Access to Transit Improvements Crossing Bike Lane/Sidewalk SE 16th St Bike Lane 134th Ave SE Sidewalk Park & Ride ø Eastrail/Cross Kirkland Corridor Link Light Rail -Sound Transit 2 Line – – - Stride I-405 BRT SE 22nd St CREEK RD Segment A KELSEY **Kelsey Creek Rd** Segment B & Tyee River Rd Segment C CIRSE Segment D 148th Ave SE & **Eastgate SE Eastgate Way** Park & Ride SE EASTGATE WAY Segment E 90

Figure 4-9. K Line LPA transist improvements: Segment E







4.4.1 Stations

RapidRide K line is proposed to have 35 station pairs adding up to 16 new stations and upgrading or consolidating another 50 stops/stations, which is the terminology used by the RapidRide Program. A total of 35 general station pair locations are proposed within the corridor: 18 locations in Kirkland and 17 in Bellevue. This includes stations at five transit hubs (Totem Lake Transit Center, Kirkland Transit Center, south Kirkland Park-and-Ride, Bellevue Transit Center, and Eastgate Park-and-Ride) and stations on-street along the corridor. General station areas located on-street include two station platforms (one in each direction) while station areas in transit centers may include one shared station platform.

Stations typically provide transit service to northbound and southbound riders at separate bus stops near each other. The project is proposing construction of new passenger facilities for the majority of station locations. Major investments at existing transit centers and park-and-rides are not proposed because existing passenger facilities meet RapidRide standards. Minor investments are planned at these locations, such as RapidRide branding and service flags. Further coordination is anticipated for passenger facilities with unique urban design requirements, such as within the Village at Totem Lake and near the Bellevue Transit Center. Compared to Metro's local service routes, RapidRide stations feature enhanced passenger amenities, as shown in Figure 4-10.

Figure 4-10. RapidRide station passenger amenities



Figure 4-11 illustrates a typical RapidRide station. RapidRide Standards direct development of stations using Metro's RapidRide Kit of Parts, which includes all typical station elements and facilitates a modular approach to station design. RapidRide stations include unique signage that reinforces the RapidRide brand, provides information to passengers, and distinguishes the stations from standard bus stops. Station areas can include weather-screening shelters and benches and are designed for all-door vehicle boarding and alighting. Additionally, where needed and feasible, Metro aims to provide better lighting, trash and recycling receptacles, real-time arrival information signage. Metro will pursue opportunities for partnership with City of Kirkland and City of Bellevue to provide sidewalk and street crossing enhancements for safety and access.

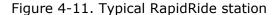


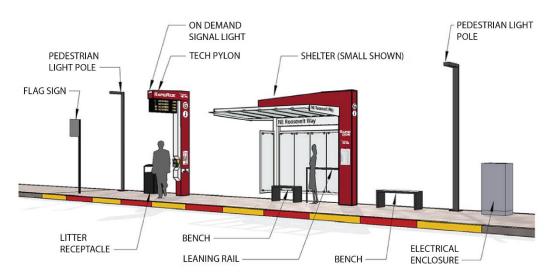




Several streets on the K Line alignment have on-street bicycle facilities and/or have planned facilities. For these locations, the project team considered traffic volume, right-of-way space, and land use density to determine the preferred station/bikeway treatment to minimize conflicts between buses, passengers, and people biking. Plans include in-lane cycle track and transit boarding island treatments at several K Line stations.

While the RapidRide Kit of Parts includes all elements of a typical RapidRide station, each station will have a final layout to meet site context and urban design considerations while maintaining minimum standards for RapidRide station elements. Metro plans further discussion with Bellevue and Kirkland on station amenities to be provided during future design efforts.





4.4.2 Speed and Reliability Improvements

The K Line project proposing speed and reliability improvements at 19 locations, as noted in Figure 4-13. The locations for these improvements are presented in Figure 4-5 through Figure 4-9. The improvements include bus and BAT lanes, queue jumps, and other channelization changes to provide benefits to transit operations along the route at locations that see significant transit service delays and operational challenges. The improvements have been developed in partnership with local agency partners and evaluated in detail for implementation potential, including extensive traffic modeling efforts. Local agency partners have reviewed the improvements proposed for delivery by the K Line project. Metro will continue to pursue opportunities for partnership with City of Kirkland and City of Bellevue to provide identified speed and reliability improvements.

King County Metro's RapidRide program goal is to seek a 15 to 30 percent travel time reduction when implementing new lines, with a focus on delay reduction in high ridership areas. The K Line improvements are expected to reduce roundtrip travel times by approximately 25 percent







when compared to running a local transit service route on the same corridor without these improvements during the PM peak. A summary of these travel time reductions can be seen in Figure 4-12. As the design of the RapidRide K Line project continues, the project team will work with jurisdiction partners to further refine the recommended improvements.





Figure 4-12. K Line estimated travel time benefits (minutes)

Travel Time Savings Category	Bellevue	Kirkland	Total
Capital improvements	-10.0	-8.7	-18.7
Transit Signal Priority implementation	-4.3	-3.2	-7.5
Station spacing	-9.2	-10.4	-19.6
Total	-23.5	-22.2	-45.7

Note: Values represent roundtrip travel time reduction in the PM peak.

Figure 4-13. K Line speed and reliability improvements

Location of Speed and Reliability Improvement	Description
Kirkland 120th Avenue NE through Village at Totem Lake	Curbing adjustments to bring 120th Avenue NE up to standards to support bus operations
Kirkland Totem Lake Blvd at NE 124th Street (SB)	Convert curb lane into bus-only approach lane
Kirkland NE 85th St from 122nd Ave to 124th Avenue NE (EB)	Signal coordination
Kirkland Central Way from 4th to 5th Street with queue jump at 6th Street (EB)	Convert right through lane to BAT lane, with queue jump signal in right turn lane at 6th Street
Kirkland 3rd Street at Kirkland Ave (SB)	Convert left turn lane to bus only; right turn lane becomes through/right
Kirkland 6th Street S from 9th Street S to NE 68th Street (SB)	Add BAT lane
Kirkland 108th Avenue NE from north of NE 62nd Street to NE 68th Street (NB)	Add BAT lane
Kirkland (South Kirkland Park and Ride Area) 107th Lane NE from NE 38th Place to NE 37th Court	Widen roadway to allow for two- way bus operations.
Bellevue 108th Avenue NE at Northup Way (SB)	Add left turn from right lane (with widening)





Bellevue Northup Way at 116th Avenue NE (EB)	Add right turn lane
Bellevue 116th Avenue NE at Northup Way (NB)	Add dedicated bus left turn lane with receiving lane
Bellevue 116th Avenue NE (NB) from Felix Terry Swistak to NE 12th Street	Convert right lane to BAT lane
Bellevue 110th Avenue NE (NB) from NE 6th to 10th	Convert parking lane and outside travel lane to BAT lane
Bellevue 110th Avenue NE (SB) from NE 10th to 6th	Convert parking lane and outside travel lane to BAT lane
Bellevue Main Street (EB) from 110th to 112th Avenue NE	Convert right lane to BAT lane
Bellevue Main Street (WB) from 112th to 110th Avenue NE	Convert right lane to BAT lane
Bellevue Main Street (EB) from 112th Avenue to 116th Avenue NE	Convert right lane to BAT lane
Bellevue Main Street (WB) from 116th to 112th Avenue NE	Convert right lane to BAT lane
Bellevue 110th Avenue NE and NE 6th Street	NB queue jump
Bellevue 110th Avenue NE and NE 4th Street	SB BAT lane and queue jump

4.4.3 Access to Transit Improvements

"Access to transit" refers to the various ways people get to transit service. All transit riders start and end their trip on foot or with a mobility device. For this reason, Metro includes access to transit improvements as part of each RapidRide project. As noted in Figure 4-14, Metro is developing access to transit improvements at several locations. These improvements are intended to enhance safety and convenience to walk, roll, or bike to the K Line. These improvements were selected for inclusion in the overall project based on a technical ranking evaluation, jurisdictional input, available budget, equity considerations, and community input. As the design of the RapidRide K Line project continues, the project team will work with jurisdiction partners to further refine the recommended access to transit improvements.







Figure 4-14. Access to transit improvements

Location and Improvement	Description
Kirkland 120th Avenue NE between NE 130th Lane and Totem Lake Village - protected bike lane and sidewalks	Reconstruct sidewalks and add raised protected bike lanes on 120th Avenue NE from NE 130th Lane to Totem Lake Village for access to Totem Lake Transit Center.
Kirkland 124th Avenue NE between NE 115th Place and NE 112th Place – sidewalk improvements	Reconstruct the east side of 124th Avenue NE to add sidewalks connecting to the future 124th Avenue NE and NE 116th Street K Line station.
Kirkland 7th Ave/NE 87th Street between 6th Street and 116th Avenue NE – bike lanes and sidewalk improvements	Fill sidewalk gaps along 7th Avenue/NE 87th Street between 6th Street and 116th Avenue NE. Install buffered bike lanes on 7th Avenue/NE 87th Street between the Cross Kirkland Corridor and 116th Avenue NE,
Kirkland 3rd Street and Park Lane – crossing improvement	Install RRFBs and modify the existing median at the crosswalk at 3rd Street and Park Lane within the Kirkland Transit Center.
Kirkland 6th Street S between Kirkland Way and 1st Avenue S – bike and crossing improvements	Upgrade crossing across 6th Street S at Kirkland Avenue with RRFBs to create a safer crossing for people walking and biking. Install southbound protected bike lanes between Kirkland Way and Kirkland Avenue.
Bellevue 110th Avenue NE between NE 8th Street and NE 7th Street – sidewalk improvements	Install sidewalk on west side of 110th Avenue NE between NE 8th Street and NE 7th Street.
Bellevue 116th Avenue SE and SE 1st Street – crossings and sidewalk	Install bicycle and pedestrian improvements at the 116 th Avenue SE and SE 1st Street intersection, including upgraded curb ramps and reduced turning radii. Install sidewalk along the north side of SE 1st Street east of the intersection.
Bellevue SE 7th Place between Lake Hills Connector and SE 8th Street station and 128th Avenue SE – sidewalk improvements	Install sidewalk along one side of SE 7th Place connecting to existing residential sidewalk. Install a crossing of SE 7th Place with RRFBs.
Bellevue Lake Hills Connector and SE 7th Place/SE 8th Street – crossing improvement	Install bicycle and pedestrian improvements at the Lake Hills Connector and SE 7th Place/SE 8th Street intersection.





Bellevue Lake Hills Connector and 134th Avenue SE – crossing improvement	Improve pedestrian crossing across Lake Hills Connector at 134th Avenue SE to include a half signal, sidewalks, and ADA improvements to connect the future northbound and southbound K Line stations to existing pedestrian facilities.
Bellevue 140th Avenue SE and SE 10th Street – crossing improvement	Improve crossing in the vicinity of SE 10th Street with RRFBs and median refuge island to improve pedestrian visibility and connectivity. Install cross bike markings across SE 10th Street. Install curb extensions and curb ramps at all corners.

4.4.4 Communication System Investments

The K Line project is proposing investments in communication systems and Intelligent Transportation Systems to improve rider experience and transit system performance.

Proposed Transit Signal Priority (TSP) Investments

TSP is proposed for implementation at 42 signalized intersections in the corridor. Metro has been developing a Next Generation (NextGen) TSP system to replace the legacy TSP system and to be deployed on new RapidRide corridors.

TSP Implementation at Kirkland Signalized Intersections

The K Line LPA includes project support for NextGen TSP system implementation at 19 signalized intersections within the city of Kirkland, along with upgrades to existing signal traffic controllers and associated central management system for all signalized intersections along the corridor to maximize the benefits of TSP for the K Line. The project also includes installation, setup, and licensing for LYT to provide NextGen TSP functionality at City of Kirkland intersections, and budget for Metro to lead in the development of TSP timings. Metro understands the City of Kirkland is interested in working with Metro to implement TSP within the city, including transit service provided by other KCM routes.

TSP Implementation at Bellevue Signalized Intersections

The City of Bellevue has been implementing NextGen TSP system within the city of Bellevue on the B Line RapidRide corridor and will lead the implementation of NextGen TSP at an additional 22 intersections on the K Line alignment. Within Bellevue, the NextGen TSP system will be implemented for all signalized intersections on the K Line corridor outside of downtown Bellevue. Within downtown, TSP will only be installed at proposed queue jumps locations to provide advanced transit detection for the queue jump phase. The K Line project will include funding for the City of Bellevue to develop TSP signal timings and licensing fees for each signalized intersection within Bellevue.







TSP Implementation at WSDOT Signalized Intersections

The K Line project will include development of TSP timings and installation and LYT intersection setup and licensing fees for the one signalized intersection on the K Line corridor operated by WSDOT.

Proposed Communication System Investments at Stations

The K Line project proposes communication systems investments at all future K Line stations in alignment with current King County Metro RapidRide standards. The K Line station conceptual design assumes communication system investments including:

- Tech Pylon with real-time information signs (RTIS) and one-regional-card-for-all (ORCA) standalone fare transaction processor (SAFTP) readers at transit centers (4) and large ridership station platforms (7) that meet ridership thresholders for raised platform treatments.
- Tech Pylon with RTIS at 14 large and 24 medium station platforms.
- Solar 13-inch RTIS installations at 17 small station platforms.







5 Decision Process

King County Metro selected the K Line Locally Preferred Alternative (LPA) after completing:

- Multiple years of planning efforts and local agency collaboration.
- Three rounds of community engagement.
- Extensive stakeholder engagement.
- Project implementation and funding review.
- Environmental screening.
- Equity evaluation.

Material below highlights activities that supported the LPA decision-making process.

5.1 Community Engagement

Engagement with the people who live, work, and visit along the K Line corridor is critical in delivering a project that meets the needs and addresses the concerns of the community. King County Metro is leading an inclusive and equitable engagement process with a goal of meeting community priorities. Feedback received from the community has directly influenced the K Line planning process, including recommended investments, routing decisions, and station locations. Metro conducted three phases of community engagement during the project's planning phase:

- Phase 1: Needs and Priorities Assessment (Fall 2019)
- Phase 2: Conceptual Planning (Summer 2024)
- Phase 3: Draft LPA Engagement (Winter 2025)

5.1.1 Phase 1: Needs and Priorities Assessment

Between October and December 2019, Metro engaged Eastside communities to determine needs and priorities for RapidRide service between Kirkland and Bellevue. The project team gathered feedback from community-based organizations (CBOs), businesses, and community members on their current transit use, how and where they need to travel, and proposed routing through Kirkland and Bellevue.

The **key goals** in the needs and priorities assessment engagement phase were:

- Select route options that reflect the needs of the community.
- Conduct and document an intentional, inclusive, and equitable community engagement process.
- Ensure CBOs, large employers, and community members are aware of RapidRide and understand how RapidRide will impact and benefit them.
- Establish and nurture positive relationships between Metro and community organizations, businesses, cities, and community members in Kirkland and Bellevue.







Phase 1 Approach

Phase 1 of Metro's initial community engagement efforts consciously built on the relationships and communication approaches used during the North Eastside Mobility Project (NEMP) engagement process, which occurred in the late 2010 and focused on long term integrated mobility planning for east lake Washington Communities.

To hear from communities historically underrepresented in transit planning, the project team led an inclusive engagement campaign. The team interviewed CBOs, businesses, service providers, and other partners; held in-person engagement events, such as briefings, tabling, and transit center and onboard bus outreach; and conducted an online survey. The team translated materials and the survey into the languages most spoken in the area: Spanish and simplified Chinese. Key Phase 1 community engagement metrics are shown in Figure 5-1.

What We Heard

The project team received valuable feedback about the communities' needs and priorities for future transit service in Kirkland, Bellevue, and surrounding areas during Phase 1 of engagement.

Figure 5-1. Key Phase 1 Community Engagement metrics



Community member priorities

- Transit that will get them where they need to go.
- Service that will ensure improved speed of travel.
- Certainty that the bus will be there when they need it.







Existing Route 255 service

- Many transit riders expressed concerns about planned changes to Route 255 expected in March 2020 and the resulting lack of direct connections to downtown Seattle.
- People unfamiliar with using light rail expressed concern about the process of transferring from the bus to light rail at the University of Washington station.
- Some Route 255 riders expressed concern that the faster, more reliable service promised by RapidRide would be negated by the additional time it would take them to transfer to light rail or other transit modes.

RapidRide K Line Station Locations, Amenities, and Accessibility

- Some people said Metro needs to better serve people with mobility, vision, hearing, or other challenges.
- Community members stressed the importance of safety at stations, including lighting and crosswalks, as well as sidewalks leading to stations.
- Community members prioritized locating bus stations near community resources, such as medical centers, community centers, and grocery and shopping locations.

Barriers to Transit Use

- Difficulty getting to and from the bus stop can make it hard for people to use transit.
- People are less likely to rely on buses when they come infrequently.
- People are unlikely to use transit if it does not serve the places they want to go.
- People are less likely to use transit when it takes significantly longer than other transportation methods.

How Feedback Shaped the Project

- K Line routing within Bellevue and Kirkland, including bus pathways and termini locations.
- K Line station locations, speed and reliability treatments, and access to transit improvements.
- Future engagement planning.

The feedback Metro collected during Phase 1 helped inform how and where the project team sought to engage with community members and groups as planning efforts advanced. Throughout this project, the team intentionally sought to hear from people and groups who have been historically underrepresented or overlooked in transportation planning. The team continued to focus engagement efforts on meeting people where they are, hosting events in the community, partnering with CBOs, attending regularly scheduled meetings, and engaging people in the languages they prefer to use.







5.1.2 Phase 2: Conceptual Planning

During the summer of 2024, Metro executed Phase 2 of community engagement, which reintroduced the project and gathered feedback on community priorities and plans for RapidRide K Line, which Metro developed in partnership with local agencies to address project and agency goals.

Specific areas of conversation included:

- Proposed RapidRide K Line station locations.
- Priorities and barriers to accessing transit, to inform projects to make it easier for people who walk, roll, and bike to get to the station.
- Priorities for people who travel in the area, to inform roadway improvements to make the bus faster and more reliable.
- Additional ways to share information and gather input from Eastside communities.

The **key goals** for Phase 2 of RapidRide K Line community engagement were to:

- Reengage key partners and community members on the RapidRide K Line project.
- Gather input on proposed RapidRide K Line plans to help shape the draft LPA, including:
 - Station locations
 - o Changes to make the bus faster and more reliable
 - Changes to make the transit service easier to access
 - Investment priorities

Phase 2 Approach

In this phase, Metro reintroduced the project and gathered feedback on community priorities and the RapidRide K Line project vision. Metro developed the project vision in partnership with local agencies and addressed project and agency goals. Specific areas for conversation included:

- Proposed RapidRide K Line station locations.
- Priorities and barriers to accessing transit.
- Priorities for people who travel in the area, to inform roadway improvements, which make the bus faster and more reliable.
- Additional ways to share information and gather input from Eastside communities.

Phase 2 community engagement efforts included:

- Postcards to people living and working within half a mile of the project area.
- Letters to property owners within a half mile of the proposed K Line route who
 may have property use changes near the right-of-way due to K Line project
 construction.
- Online survey.
- Nine tabling events and two street team events.





- Two virtual meetings.
- In-person and virtual briefings with CBOs, neighborhood groups, and employers.
- Paid advertisements in local and culturally relevant media.
- Posting information on RapidRide K Line website, social media, and Metro Matters blog.
- Rider alerts at high-ridership bus stops.
- Emails and e-newsletters to community partners and transit riders.
- Partnering with Cities of Bellevue and Kirkland.
- Multilingual communication in six languages (English, Spanish, Japanese, Korean, Russian, Traditional Chinese, Simplified Chinese).

What We Heard

The project team received valuable feedback about the communities' needs and priorities for future transit service in Kirkland, Bellevue, and surrounding areas during Phase 2 of engagement. A summary of the feedback received is presented in

Figure 5-2.

Figure 5-2. Summary of Phase 2 Community Engagement feedback

Project awareness



Most respondents were not very familiar with the RapidRide K **Line project**, with nearly half of respondents saying this was the first time they had heard of it. In contrast, a few said they felt somewhat or well informed.

Travel patterns



Driving a personal vehicle or motorcycle is the most used transportation mode among survey respondents, followed closely by public transit. Nearly half of respondents walk or roll regularly.

Among respondents who use transit, many do so frequently, with two-thirds using transit at least once per week and one-third saying they use transit four to five days per week or more.

Community priorities



Speed and reliability improvements would encourage many respondents to ride more frequently, including:

- Improvements to speed.
- More frequent service.
- Routes with fewer transfers.
- Improvements to reliability.

In comparison, improvements to amenities and access to transit were less likely to motivate transit use.





Access to transit: walking or rolling



The most common difficulties when accessing public transit near the RapidRide K Line route when walking or rolling include:

- High level of traffic, noise, or pollution.
- Lack of designated crossing points or crosswalks.
- Narrow pathways and sidewalks.

Access to transit: biking or scootering



The most common difficulties when accessing public transit near the RapidRide K Line route when riding a bike, scooter, or other device include:

- Lack of bike paths, lanes, or other infrastructure to safely get to bus stops.
- Limited or no bike or scooter parking at bus stops.
- Difficulty in safely storing or securing bikes or scooters while waiting for the bus.

Station locations



Most were satisfied with the proposed station locations:

- More than two-thirds of respondents agreed that the proposed station locations would help them get to and from the places they need to go.
- More than half agreed that they would help people get to and from their business or property.

How this shaped the project

Feedback received during Phase 2 of K Line community engagement was used by the K Line project to shape the draft LPA including:

- Routing decisions within downtown Bellevue, including service on 110th Ave NE.
- Station locations.
- Speed and reliability improvements and level of transit priority within improvements.

5.1.3 Phase 3: Sharing the Draft LPA

During the third phase of community engagement, Metro presented the project vision as outlined in the Draft LPA. The project vision included the K Line route and station locations, in addition to recommended projects for Access to Transit and Speed and Reliability. Metro spent time connecting with communities, raising awareness about the project and listening to community feedback on elements of the project vision. Phase 3 engagement ran from January 16 through February 13, 2025. During this time Metro gathered community input on a complete vision of RapidRide K Line.





Key Goals for Phase 3 of RapidRide K Line community engagement included:

- Route and bus shelter facilities Sharing the proposed RapidRide K Line route and station locations, including amenities provided at RapidRide stations.
- Access to transit Gathering input to inform projects to make it easier for people who walk, roll, and bike to get to the station
- Speed and reliability Gathering input on priorities for people who travel in the area, to inform transit priority treatment recommendations to make the bus faster and more reliable
- Providing more ways to share information and gather input from communities.

Community input will help Metro complete the RapidRide K Line planning phase and recommend an LPA for King County Council to adopt.

Phase 3 Approach

Metro developed a multilingual website to share project information and encourage community members to have a say. The website included:

- Project overview, including how people can use RapidRide K line to get where they need to go
- Information about how to get involved and a summary of what we've heard so far
- Visuals, including a project timeline, maps and graphics
- Frequently asked questions
- Resource library featuring community engagement and project reports, and informational letters sent to neighbors potentially impacted by the project.

Metro collected feedback through a number of activities, including an online survey, and more than 30 engagement activities, both in-person and virtually.

What We Heard

Metro completed the community engagement phase 3 activities in February of 2025. Key themes are noted in Figure 5-3 below. Metro published a Community Engagement Phase 3 Summary Report, including details of all engagement activities conducted, feedback received and survey data responses, in the spring of 2025.







Figure 5-3. Phase 3 engagement activities



What We Heard from Phase 3 Engagement Activities

Metro engaged with community members across both in-person and virtual forums, collecting feedback on all elements of the project. A few key themes emerged from the survey and other community engagement activities including:

- Communities want faster, more reliable, and more frequent bus service.
 - Interest in more bus service, both in support of RapidRide K Line and more frequent service on existing transit routes.
 - Survey respondents (64%) agree fast and reliable transit should have priority over low-occupancy vehicles.
 - Community members are split over whether Metro has planned the right amount of speed and reliability improvements (i.e. transit signal priority and transit priority lanes).
- Requests for transit service linking more key destination with fewer transfers.
- Interest in how draft LPA routing decisions were made.
- Support for access to transit improvements, and questions about how RapidRide K
 Line improves access for transit riders with disabilities.
- Questions and concerns related to existing routes, particularly route 255, and how RapidRide K Line may change existing bus service.
- More education on how RapidRide differs from existing local service.
- Interest in how Right-of-Way would be acquired from adjacent properties.

Metro has also updated the project website's Frequently Asked Questions to respond to community interest and will continue to add materials to the website throughout subsequent project phases. Metro will also focus further design efforts toward points of interest identified by community members and local agencies.





5.2 Decision Points and Local Jurisdictional Coordination

The K Line will provide service and deliver capital improvements in the cities of Kirkland and Bellevue. Delivery of the K Line project is not possible without local agency support. Bellevue and Kirkland agency and elected officials have worked with Metro to develop the LPA. This collaboration will continue in future design and construction phases of the project.

Active and ongoing coordination between the K Line team and municipal partners helps to ensure the successful implementation of the K Line project.

5.2.1 Coordination Prior to COVID-19 Project Pause

Early project-specific planning technical coordination with Kirkland and Bellevue occurred in late 2019 and early 2020, including six virtual workshops in April 2020 to review:

- Points of transit service delay and known speed and reliability challenges.
- Communication system infrastructure and proposed upgrades.
- Transit station locations.
- Routing options, including north and south termini locations.
- Access to transit challenges and potential improvements.
- Agency internal vision and capital improvement plans.

This early coordination work helped shape project scope, routing preference, and potential station locations while building partnerships with the local agencies.

Kirkland and Bellevue were included in Metro Connects long-term planning efforts before the start of the K Line standalone project. The K Line vision was identified through the Metro Connects planning process.

5.2.2 Coordination Since Project Restart

Metro resumed detailed K Line planning in the fall of 2023. Since the restart of the K Line project, the team has held more than 20 virtual coordination meetings with the cities of Bellevue and Kirkland to advance planning efforts and refine the overall project vision. Metro staff have presented the K Line project to the city councils of Bellevue and Kirkland several times to build project awareness and partnership. Bellevue and Kirkland staff provided detailed feedback on:

- Speed and reliability investments and implementation considerations.
- Station locations.
- Communication system needs.
- Access to transit investments and implementation considerations.
- Community engagement plans.
- Traffic modeling expectations and data presentation.

Metro used feedback from local agencies to shape the project vision and create the LPA. It was Metro's goal to build as much support from local agencies as possible before completing the LPA.





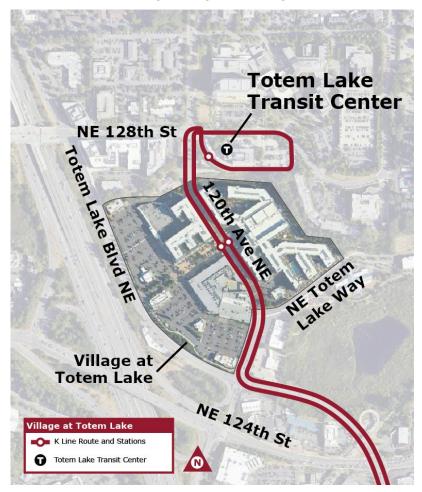


Major project decisions are noted in the following sections.

5.2.3 Totem Lake Routing

As shown in Figure 5-4, the K Line project's proposed routing is along 120th Avenue Northeast through the Village at Totem Lake. Factors leading to this recommendation included providing transit service within the Village at Totem Lake, travel time savings, reliability of service, and a desire to terminate the line at Totem Lake Transit Center.





Planning efforts required extensive evaluation and collaboration on where the northern terminus of the K Line route would be located due to significant operational challenges on 120th Avenue Northeast within a recently constructed development in Kirkland, known as the Village at Totem Lake. The team evaluated more than 10 different routing and termini locations and made presentations to Kirkland staff as part of the planning process.







This routing requires physical modifications to the existing roadway. The K Line project will move forward assuming capital investments will be required to address existing "pinch points" and conflicts with existing parking stalls by buses traveling through the village on 120th Avenue Northeast. Metro and Kirkland will try to remove these operational challenges before K Line delivery; however, the K Line project will deliver the improvements if still required. The City of Kirkland has supported this decision with written concurrence.

5.2.4 NE 85th Street and 124th Avenue Treatments

The K Line project proposes treatments near the intersection of Northeast 85th Street and 124th Avenue Northeast, including:

- An eastbound station between 120th Avenue Northeast and 122nd Avenue Northeast in the curb lane See Figure 5-5.
- Curb lane conversion into a right-turn-only lane at 122nd Avenue Northeast. Buses will use a dedicated queue jump phase at 122nd Avenue Northeast to advance in front of eastbound through traffic to merge across the lanes to access the left turn lanes at 124th Avenue Northeast. See Figure 5-6.
- Traffic signal operational updates so the left turn signal at 124th Avenue Northeast will be coordinated with the queue jump signal at 122nd Avenue Northeast, allowing a K Line bus to make the left turn onto 124th Avenue Northeast without stopping and with minimal delay. See Figure 5-6.

Figure 5-5. Stations near NE 85th Street and 124th Avenue NE







Bus triggers queue jump with green right-turn only phase

Bus arrives during left-turn green phase, which was activated after the queue jump phase at 122nd Ave NE

Bus advances and merges across all lanes to access the left-turn lanes

Figure 5-6. NE 85th Street to 124th Avenue NE Operations

The treatments have been developed collaboratively with Kirkland staff to address needs within the corridor, including consideration of future growth in the area and the city's subarea plan.

5.2.5 Kirkland 108th Avenue NE Treatments

Significant capital improvements along 108th Avenue Northeast are proposed to reduce future K Line delay and improve transit reliability. The K Line project is proposing:

- BAT lane southbound on 6th Street South from 9th Avenue South to Northeast 68th Street. See Figure 5-7.
- BAT lane northbound on 108th Avenue Northeast from approximately Northeast 62nd Street to Northeast 68th Street. See Figure 5-7.

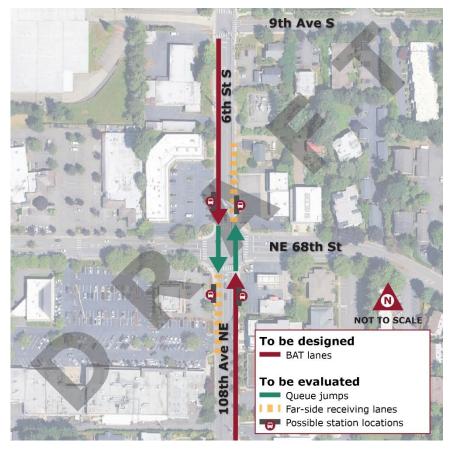
Preliminary design will consider several alternatives. They will be evaluated on the benefit to transit travel time, impacts to general-purpose traffic, considerations for access management, accommodation of safe bicycle facilities, construction cost, and impacts to adjacent property. The alternatives will consider the following both northbound and southbound:





- Near-side or far-side RapidRide station locations.
- Far-side receiving lanes for the BAT lanes.
- Queue jumps.

Figure 5-7 108th Avenue NE/6th Street S at NE 68th Street Concept



The City of Kirkland began design efforts to address existing transit delays in this corridor through a city-led effort prior to the start of K Line planning. That effort is evaluating northbound BAT lanes on the approach to Northeast 68th Street. During coordination meetings between Metro and the City of Kirkland, both parties determined it was mutually beneficial for the K Line project to deliver these changes, with the City transitioning design responsibility to Metro upon completion of the LPA process.

5.2.6 Downtown Bellevue Routing

The proposed route of K Line through downtown Bellevue runs north-south along 110th Avenue Northeast, as shown in Figure 5-8.







NE 10th St Ave NE Wilburton NE 6th St 0 Bellevue Main St East Main **Downtown Bellevue** K Line Route and Stations Link 2 Line and Stations Bellevue Transit Center

Figure 5-8. Recommended K Line route in downtown Bellevue

Metro selected this option based on a combination of community input, technical modeling efforts, and local agency collaboration. Benefits include:

- Alignment with the Bellevue City Council adopted K Line RapidRide Guiding Principles.
- Public input requesting K Line stations be located for easier transit transfers to regional light rail, RapidRide B Line, and future I-405 Stride Bus Rapid Transit service.
- Opportunities for implementation of transit priority treatments.





5.3 Equity Considerations

Applying an equity lens through extensive stakeholder engagement with marginalized and underserved communities, the project team engaged the community, implemented agency long-term planning, and used demographic data to inform project investment choices, station placements, accessibility improvements, and K Line routing decisions. These efforts will reduce disparities in access to jobs, education, healthcare, and other essential services for all community members, including those most dependent on transit service. Additional equity considerations and applications as part of the K Line Project are detailed in the Community Engagement Summaries for each Phase.

5.4 LPA Selection Process

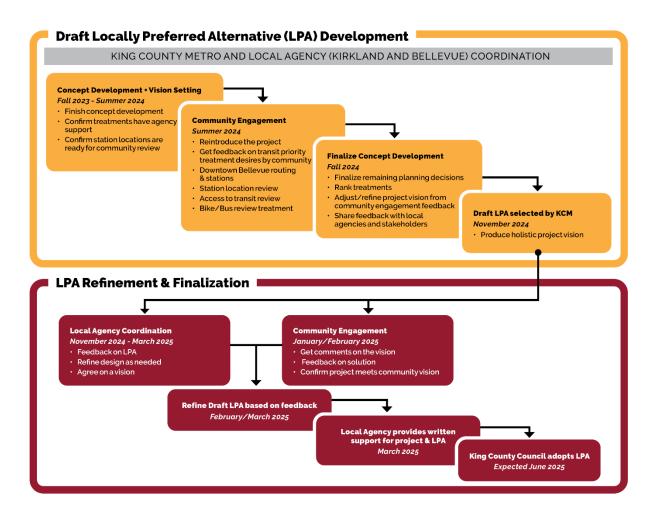
Metro has established a holistic and comprehensive K Line vision considering a wide range of factors including community values, existing plans and policies, engagement findings, equity, local agency implementation support, technical findings, available budget, and project grant funding competitiveness. This vision was shared with the public and stakeholders as a draft LPA, including a community engagement process. Based on feedback from the community and local agency partners, the draft LPA has been refined. The cities of Kirkland and Bellevue provided formal letters of support in March 2025. King County Council is expected to adopt the LPA in June 2025, completing planning activities on the project. Figure 5-9 displays the LPA development process.

King County Metro will begin final design activities upon King County Council adoption of the LPA, with a goal of constructing capital improvements and launching service on the RapidRide K Line in 2030.





Figure 5-9. K Line Locally Preferred Alternative process



6 Capital Costs

The estimated capital cost to construct the LPA is \$105.9 million in 2025 dollars. It includes:

- Passenger facilities and amenities.
- Speed and reliability treatments (roadway and signal investments).
- Access to transit improvements.
- Communication system improvements (including NextGen TSP deployment in Kirkland).

Vehicle costs are not included in the project capital costs.





6.1 Funding Plan

Metro has developed a funding plan to implement RapidRide K Line with a combination of local, regional, and federal sources, as outlined in Figure 6-1 below. Costs cover construction implementation.

Figure 6-1. RapidRide K Line funding plan

Funding Source	Amount
Metro and Local Funding Partners	\$45.8 million
FTA Small Starts Grant	\$51.9 million
Other Federal (CMAQ)	\$8.2 million
Total	\$105.9 million

Kirkland, Bellevue, and Metro have all provided significant investments in planning, coordination, and community engagement to date.

7 Project Information and Contact

For project updates and community engagement opportunities, please see the project page at: https://kingcounty.gov/en/dept/metro/travel-options/bus/rapidride/k-line.

For questions or more information please contact Ryan Whitney, P.E., King County Metro RapidRide K Line Lead, at rwhitney@kingcounty.gov or (206) 477-2607.

8 References

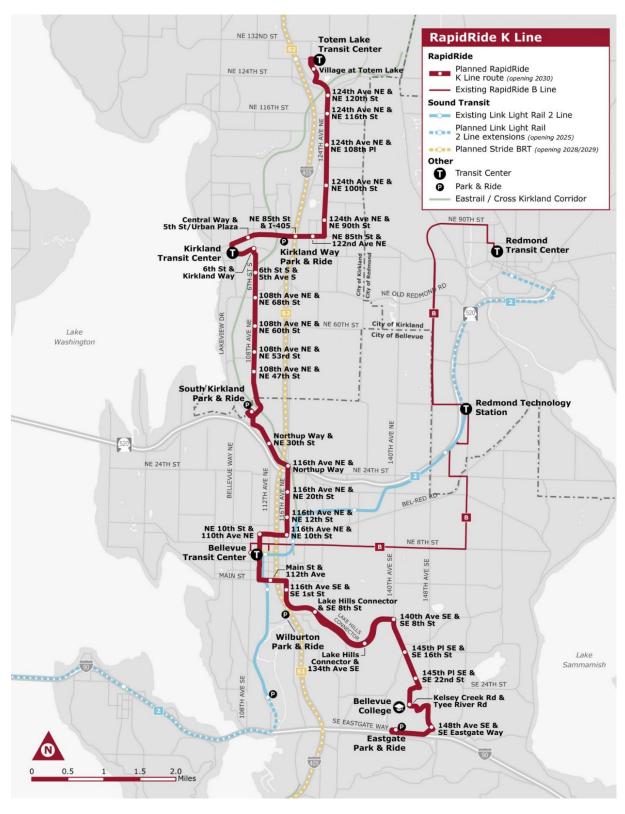
King County Metro project webpage

https://kingcounty.gov/en/dept/metro/travel-options/bus/rapidride/k-line





Attachment B: K Line Station Locations Exhibit



List of RapidRide K Line Station Locations

Station pairs at each location (one northbound and one southbound), unless otherwise noted

- 1. Totem Lake Transit Center one station only
- 2. Village at Totem Lake
- 3. 124th Ave NE & NE 120th St
- 4. 124th Ave NE & NE 116th St
- 5. 124th Ave NE & NE 108th Pl
- 6. 124th Ave NE & NE 100th St
- 7. 124th Ave NE & NE 90th St
- 8. NE 85th St & 122nd Ave NE
- 9. NE 85th St & I-405
- 10. Central Way & 5th St/Urban Plaza
- 11. Kirkland Transit Center one station only
- 12. 6th St & Kirkland Way
- 13. 6th St S & 5th Ave S
- 14. 108th Ave NE & NE 68th St
- 15. 108th Ave NE & NE 60th St
- 16. 108th Ave NE & NE 53rd St
- 17. 108th Ave NE & NE 47th St
- 18. South Kirkland Park & Ride
- 19. Northup Way & NE 30th St
- 20. 116th Ave NE & Northup Way
- 21. 116th Ave NE & NE 20th St
- 22. 116th Ave NE & NE 12th St
- 23. 116th Ave NE & NE 10th St
- 24. NE 10th St & 110th Ave NE
- 25. Bellevue Transit Center
- 26. Main St & 112th Ave NE
- 27. 116th Ave SE & SE 1st St
- 28. Lake Hills Connector & SE 8th St
- 29. Lake Hills Connector & 134th Ave SE
- 30. 140th Ave SE & SE 8th St
- 31. 145th Pl SE & SE 16th St
- 32. 145th Pl SE & SE 22nd St
- 33. Kelsey Creek Rd & Tyee River Road
- 34. 148th Ave SE & SE Eastgate Way
- 35. Eastgate Park & Ride one station only

1

June 17, 2025
Additions to the Statements of Fact

1

[mbourguignon]

Proposed No.: 2025-0147

AMENDMENT TO PROPOSED ORDINANCE 2025-0147, VERSION 1

- 2 Beginning on page 1, strike lines 5 through 34, and insert:
- 3 "1. Via Ordinance 18449, enacted February 1, 2017, the King County council
- 4 adopted the Metro Connects long-range transit service and capital plan, which
- 5 identified an expanded network of bus rapid transit lines, also known as
- 6 RapidRide lines, for future implementation, including the RapidRide K Line
- 7 connecting Kirkland and Bellevue.
- 8 2. Via Motion 14956, passed September 18, 2017, the council approved a report
- 9 on the implementation of new RapidRide lines as required by Ordinance 18409,
- 10 Section 132, Proviso P5, titled Implementation of New RapidRide Lines/Metro
- 11 Connects RapidRide Expansion, which identified the K Line as one of the next-
- generation RapidRide lines to be implemented.
- 3. Via Ordinance 18835, enacted November 14, 2018, the council adopted, and
- the executive signed the 2019-2020 Biennial Budget Ordinance, which included
- capital project 1134292 to implement the RapidRide K Line.
- 4. Via Ordinance 19210, enacted November 30, 2020, the council adopted, and
- the executive signed the 2021-2022 Biennial Budget Ordinance, which removed
- project 1134292 from the capital improvement program and paused all planning

19	and development efforts for the RapidRide K Line due to the impacts of the
20	pandemic on the Metro transit department.
21	5. Via Ordinance 19367, enacted December 15, 2021, the council adopted an
22	update to the Metro Connects long-range transit service and capital plan, which
23	stated that the K Line had been prioritized for investment as one of the next
24	RapidRide lines to be implemented and identified the K Line in the Metro
25	Connects interim network maps as beginning operations in the 2030s.
26	6. Via Motion 16153, passed July 5, 2022, the council approved a report on
27	efforts to restart planning for the RapidRide lines that had been paused in
28	response to the pandemic as required by Ordinance 19210, Section 113, Proviso
29	P1, as amended by Ordinance 19364, Section 86, Proviso P1, titled RapidRide
30	Restart Report, which stated that the Metro transit department had resumed some
31	planning efforts for the K Line during 2021, including alternatives analysis and
32	design.
33	7. Via Ordinance 19546, enacted November 29, 2022, the council adopted, and
34	the executive signed the 2023-2024 Biennial Budget Ordinance, which restored
35	capital project 1134292 to the capital improvement program to implement the
36	RapidRide K Line.
37	8. Via Motion 16659, passed September 3, 2024, the council approved the
38	RapidRide prioritization plan, as required by Ordinance 19367, Section 6.B, and
39	Ordinance 19546, Section 114, Proviso P4, which stated that the RapidRide K
40	Line had been included in the Metro transit department's capital improvement
41	program, with delivery planned for as early as 2030, and which outlined a

potential timeline for community engagement, design, planning, environmental
review, grant applications, and construction for the K Line.
9. Via Ordinance 19861, enacted December 2, 2024, the council adopted, and the
executive signed the 2025 Annual Budget Ordinance, which included additional
appropriation for capital project 1134292 to implement the RapidRide K Line.
10. As documented in the RapidRide K Line Community Engagement Summary
Reports, the Metro transit department conducted community engagement
concerning the proposed alignment and station locations for the RapidRide K
Line in the communities in which it will operate, including Kirkland and
Bellevue. As part of the community engagement, the Metro transit department
consulted the cities of Kirkland and Bellevue to accommodate city priorities
regarding station locations and proposed right-of-way improvements, street and
facility design, and proposed transit priority treatments, consistent with bus rapid
transit concepts.
11. The RapidRide K Line will apply to receive grant funding from the Federal
Transit Administration's Small Starts grant program, with the goal of entering into
a Small Starts grant agreement.
12. The Federal Transit Administration requires that Small Starts grant-funded
projects operate transit service at the level specified in the grant agreement for a
period of five years. The period of performance for such service level
commitments is at the discretion of the Federal Transit Administration and is a
prescribed condition of receiving federal financial assistance."

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The amendment would add additional language to the Statement of Facts
section to reflect the pause in K Line planning as a result of the pandemic, the
restart in planning requested by the Council via budget proviso and appropriation,
and the provisions related to the K Line in the currently adopted Metro Connects
(which was adopted in 2021 via Ordinance 19367 and replaced the 2017 Metro
Connects, which was rescinded as part of Ordinance 19367).



Shannon Braddock
King County Executive
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TTY Relay: 711 www.kingcounty.gov

May 16, 2025

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

Dear Councilmember Zahilay:

This letter transmits a proposed Ordinance that would, if enacted, establish the Locally Preferred Alternative for the RapidRide K Line, a 16-mile route serving communities between Totem Lake, downtown Kirkland, downtown Bellevue, and Eastgate Park & Ride.

The Locally Preferred Alternative is the transportation solution identified as the best option for a bus rapid transit (BRT) corridor after a thorough analysis of various alternatives, including the recommended route alignment and station locations. This proposed legislation will deliver critical improvements to transit in Kirkland and Bellevue. The RapidRide K Line is scheduled to begin service in 2030 and will be the 11th RapidRide Line, joining the current RapidRide system (A-H Lines) and the RapidRide I and J Lines (both in construction phase).

The RapidRide K Line is being developed in coordination with the cities of Kirkland and Bellevue. Metro will be seeking a Federal Transit Administration (FTA) Small Starts Grant for 50 percent of project funding, with the other 50 percent of project funds provided by Metro. Adoption of the proposed Ordinance will allow the project team to proceed with applications for federal funding and initiate the preliminary design for the RapidRide K Line.

The alignment recommendations described in the attached Locally Preferred Alternative are the result of collaborations between King County and the cities of Kirkland and Bellevue. Project planning also included three phases of engagement with community partners, neighborhood organizations, employers and business associations, and the public.

The RapidRide K Line will tie together communities across Kirkland and Bellevue with connections to employment, shopping, education, and regional transit connections including

The Honorable Girmay Zahilay May 16, 2025 Page 2

the Sound Transit's Stride I-405 Bus Rapid Transit S1 and S2 Lines, Sound Transit's Link Light Rail 2 Line, Metro's RapidRide B Line, and other Metro bus and mobility services.

Expanding Metro's RapidRide service will improve the ability of people in King County to travel without a car and therefore contribute to the reduction of countywide greenhouse gas emissions.

Thank you for your consideration of this proposed Ordinance.

If your staff have questions, please contact Christina O'Claire, Mobility Division Director, Metro Transit Department, at 206-477-5801.

Sincerely,

for

Shannon Braddock King County Executive

Enclosure

cc: King County Councilmembers

ATTN: Stephanie Cirkovich, Chief of Staff, King County Council Melani Hay, Clerk of the Council
Karan Gill, Deputy Executive, Chief of Staff, Office of the Executive Stephanie Pure, Council Relations Director, Office of the Executive Michelle Allison, General Manager, Metro Transit Department Christina O'Claire, Director, Mobility Division, Metro Transit Department

2025 FISCAL NOTE

Ordinance/Motion:

Title: AN ORDINANCE establishing the Locally Preferred Alternative including the alignment and station locations of the RapidRide K Line.

Affected Agency and/or Agencies: Metro Transit Department
Note Prepared By: Greg Svidenko, Metro Transit Department

Date Prepared: 4/2/2025

Note Reviewed By: T.J. Stutman, Office of Performance, Strategy & Budget

Date Reviewed: 4/25/2025

Description of request:

The total cost for project "1134292 TDC TOTEM LAKE EASTGATE RR (K)" is currently estimated at \$106M, as reflected in the 2025 budget plan and is not subject to change as a result of this alignment.

The Revenue and Expenditures sections below represent the current plan as reflected in the 2025 budget ordinance.

There is no new fiscal impact to the proposed alignment.

Revenue to:

Agency	Fund Code	Revenue Source	2025	2026-2027	2028-2029
Metro Transit	3641	Fund balance	3,190,649	14,069,527	8,966,767
Metro Transit	3641	FTA Small Starts			52,971,273
TOTAL			3,190,649	14,069,527	61,938,040

Expenditures¹ from:

Agency	Fund Code	Department	2025	2026-2027	2028-2029
Metro Transit	3641	MTD	(3,190,649)	(14,069,527)	(61,938,040)
TOTAL			(3,190,649)	(14,069,527)	(61,938,040)

Expenditures by Categories

	2025	2026-2027	2028-2029
1 Planning			
2 Prelim Design			
3 Final Design	(3,190,649)	(7,745,122)	
4 Implementation		(6,324,405)	(61,938,040)
5 Closeout			
6 Acquisition			
TOTAL	(3,190,649)	(14,069,527)	(61,938,040)

Does this legislation require a budget supplemental? Yes/No

Notes and Assumptions:

1 Through 12/31/24 project 1134292 TDC TOTEM LAKE EASTGATE RR (K) recorded \$4.7M of expenditures.

April 2, 2025
Michelle Allison, General Manager
King County Metro Transit
King Street Center
201 S Jackson Street
Seattle, WA 98104-3856

Ms. Allison:

On behalf of the City of Bellevue, I am writing in support of the RapidRide K Line Locally Preferred Alternative (LPA). The RapidRide K Line will connect the cities of Bellevue and Kirkland with fast, frequent and reliable bus rapid transit service.

The K Line aligns with Bellevue's updated Comprehensive Plan, which identifies the need for collaboration with Metro to deliver upon high-capacity transit service that is well-integrated with Bellevue's land use and transportation vision. The K Line is also aligned with - and is an outcome of - Bellevue's *Transit Master Plan* (TMP) adopted by the Bellevue City Council in 2014. We are excited to see this priority project move one step closer to implementation. We appreciate the significant public outreach that Metro conducted for this project between 2019 and 2025. Throughout the three phases of public engagement, Metro used an inclusive engagement campaign to hear from communities historically underrepresented in transit planning. By using both in-person outreach and online surveys, Metro was able to capture input from a broad range of people who live, work and learn in Bellevue and Kirkland. The results of the public engagement campaigns were used to inform decision-making at key points throughout this project phase.

Bellevue supports the access to transit and speed and reliability projects included in the Locally Preferred Alternative. The eight access to transit projects in Bellevue will enhance safety and convenience to walk, roll, or bike to the K Line. The speed and reliability projects will ensure that buses arrive on time and move quickly through congested areas, like downtown Bellevue. Additionally, thank you for your responsiveness to Bellevue's request to remove the westbound business access and transit (BAT) lane on NE 10th Street. Bellevue believes that this change balances the needs and limited space of the city's transportation system. We appreciate your responsiveness to our request.

Thank you for your commitment to finding solutions for the station design at 110th Avenue NE and NE 6th Street, such as integrating weather protection elements into the City Hall Plaza design as opposed to Metro's traditional RapidRide kit-of-parts. Bellevue is planning for 35,000 more homes and 70,000 more jobs over the next 20 years. This location sits at a juncture of several investments that advance the vision for diverse, connected, and equitable neighborhoods as the city grows. Bellevue's Grand Connection Crossing project will provide a half-mile pedestrian bridge over I-405 near NE 6th Street in downtown, integrating with private redevelopment and the regional light rail system and connecting to the 42-mile regional Eastrail

corridor. Bellevue appreciates Metro's commitment to minimize conflicts between users of different modes and create an open, inviting civic plaza. Bellevue expects and is ready to partner carefully to create a high-quality experience for all modes, and to deliver upon the

Grand Connection vision of a seamless route for people walking and rolling between its waterfront and the Eastrail corridor.

Thank you again for the opportunity to comment on the LPA. We look forward to the implementation of the RapidRide K Line. If you have any further questions, please contact our Transportation Director Andrew Singelakis at asingelakis@bellevuewa.gov or 425-452-6468.

Sincerely,

Lynne Robinson Mayor of Bellevue March 18, 2025

The Honorable Girmay Zahilay Chair, Metropolitan King County Council 516 Third Ave Seattle, Washington 98104

Dear Chair Zahilay,



This letter is to express the City of Kirkland's support for Metro's RapidRide K Line Locally Preferred Alternative (LPA). The City recognizes that this is Metro's highest level of investment in transit service and represents a once-in-a-generation investment by providing frequent, fast, and reliable service between Kirkland's Totem Lake urban growth center, through greater downtown Kirkland, to downtown Bellevue, through Bellevue College, and to the Eastgate Park and Ride.

The K Line is a 16-mile Bus Rapid Transit (BRT) route that will greatly improve mobility for the Eastside by providing connections between Bellevue, Kirkland, and the Puget Sound region. This route will connect riders to major regional transit networks, such as Sound Transit's Link Light Rail to Seattle and Redmond, future STRIDE BRT service along I-405 from Lynwood to Renton, and Metro's RapidRide B Line (Bellevue to Redmond).

The cities in East King County, including the Kirkland community, are growing substantially. Within Kirkland, there are two regionally designated urban growth centers and major employers such as EvergreenHealth Hospital, Amazon, Google, Northwest University, and Kenworth Trucks. The recently upzoned NE 85th St. Station Area will also become a significant mixed-use hub for housing, shops, restaurants and employment along the K Line route. The K Line will connect other key destinations visited by the Kirkland community and visitors from the region, such as the shops and housing at the Village at Totem Lake and Kirkland Urban, the Kirkland Boys and Girls Club, Downtown Kirkland's shopping and restaurant destinations, the Kirkland Library, senior housing, the Kirkland Performance Center, the Kirkland Teen Union Building, the Peter Kirk Pool, Peter Kirk Community Center/Senior Center, Peter Kirk Park and ballfields, Kirkland's desirable waterfront parks, Downtown Bellevue (including hotels, shops, restaurants, and the Bellevue Transit Center), Bellevue College, and the Eastgate Park and Ride.

By providing frequent, fast, and reliable transit service along this corridor, Metro will enable people accessing key destinations to reach more locations in less time. The result for Kirkland and its community will be increased transit service, better connections, and more travel options.

Sincerely,

CITY OF KIRKLAND

Kelli Curtis Mayor



WHAT IS THE SCAP?

The SCAP is both a long-term plan and 5-year roadmap for County climate action, integrating climate change into all areas of County services, operations, and work with King County cities, partners, communities, and residents.

- Fulfills King County Code requirements, which require the County to establish long-term targets and update the plan every 5 years
- Outlines and informs priorities and commitments for climate action for decision-makers, employees, partners, and for King County communities
- Sets performance measures to track progress and create accountability across every agency in King County

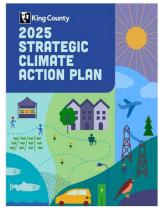
A HISTORY OF CLIMATE LEADERSHIP

The SCAP has been described as one of the most ambitious climate action plans in the United States and was awarded the most equitable climate plan by the U.S. Federal Transit Administration in 2022.









2020

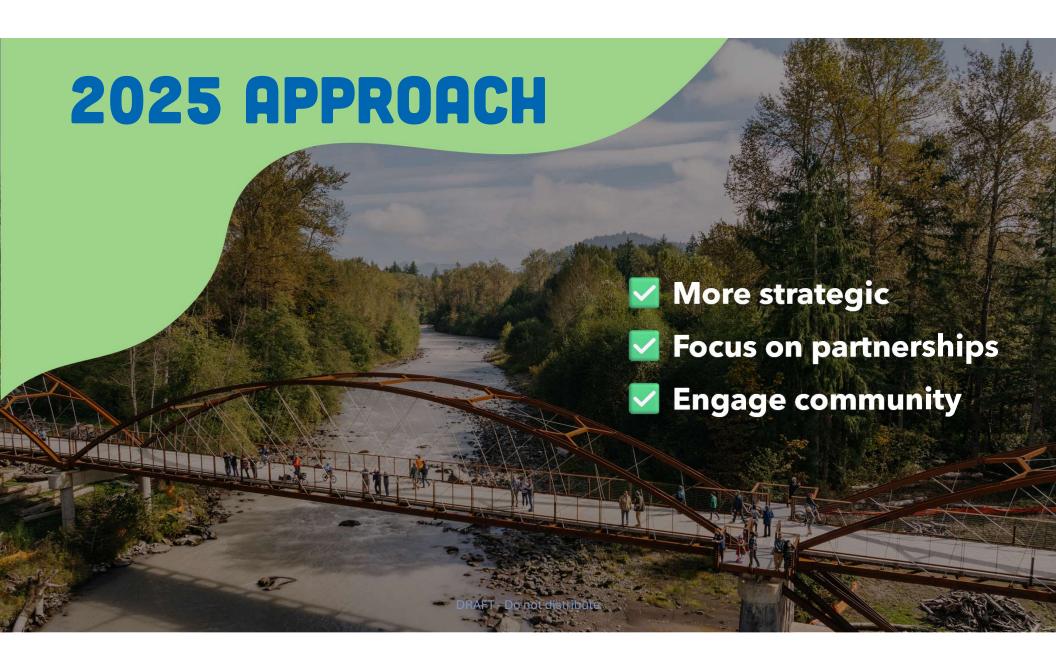
2025

2020 SCAP SUCCESSES

- ✓ Secured more than \$200 million in federal and state funding for climate work, including \$50 million for building decarbonization and \$2 million to improve resilience in the Puget Sound Basin.
- ✓ Launched JumpStart, a work-based learning and career placement program for clean energy and skilled trades, with more than 80% of participants successfully graduating.
- ✓ Partnered with 11 counties and the Suquamish Tribe to implement the Ready, Set, Go wildfire evacuation program, and distributed over 3,700 box fan filters and 5,000 air purifiers to help protect air quality.

2020 SCAP SUCCESSES

- ✓ Funded climate equity projects, including park lighting improvements to ensure safety in underserved green spaces, and awarded more than \$330,000 in grants to community organizations leading local climate work.
- ✓ Opened a new wet weather treatment station that protected the Duwamish River and Puget Sound from an estimated 32 million gallons of polluted stormwater and wastewater in its first year of operation.
- ✓ Expanded Metro RapidRide bus service by launching the G and H lines.



2025 SCAP PROCESS

JUN-JUL '24

- ✓ Phase 1: ID actions to carry forward and gaps
- ✓ Climate Cabinet endorse direction
- ✓ External Stakeholders Workshop #1

AUG-SEP '24

- ✓ External Stakeholders Workshop #2
- ✓ Phase 2: Refine & merge actions; develop action templates
- ✓ Phase 3: Initial SCAP outline

OCT-DEC '24

- ✓ External Stakeholders Workshop #3
- ✓ Equity screen review
- Climate Cabinet input on key items.
- ✓ First full draft

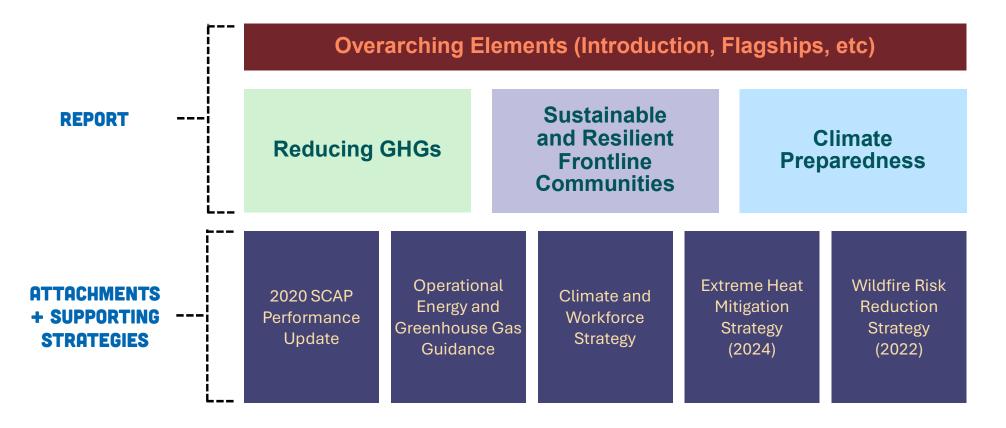
JAN-JUN '25

- ✓ Copy Edits
- ✓ Graphic Layout
- ✓ Climate Cabinet Final Review
- ✓ Council Briefings
- ✓ Council Transmittal

JUN '25- SEP '25

- TrEE Committee
- Council Approval
- Implementation Kick off

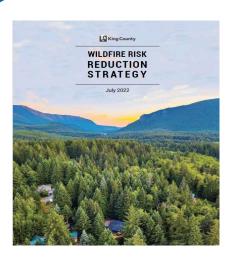
2025 SCAP + ATTACHMENTS





Climate and Workforce Strategy

Update of the green jobs strategy as required by K.C.C. 18.25.010



Wildfire Risk Reduction Strategy

Required per Ordinance 19881, Section 337



Extreme Heat Mitigation Strategy

Funded with a FEMA BRIC grant and released in 2024



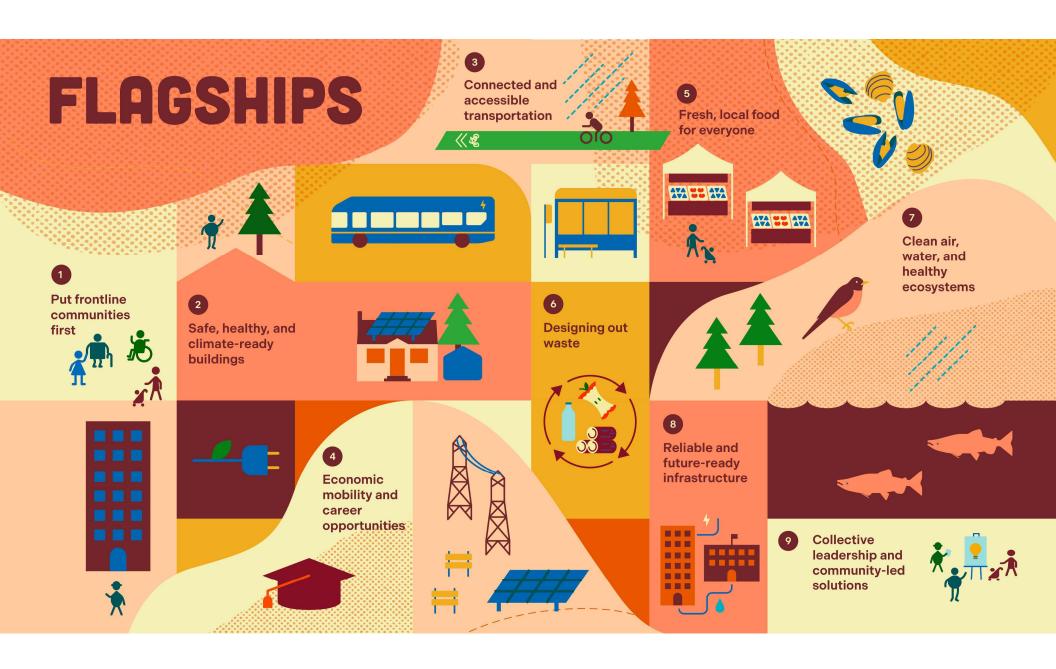
HOW TO READ AN ACTION

Each of the actions in the SCAP ensure clarity and accountability by specifying:

- **Who** is responsible (2,3)
- What needs to get done (1, 7,8)
- **What** other dependencies need to be considered (4,5,9,10,11)
- When & Where it needs to get completed by (6)

FLAGSHIPS

Weaving together climate actions



NEW!

FLAGSHIPS

1. Put Frontline Communities First

Investing in leadership, expanding access to resources, and ensuring climate policies are designed with and for frontline communities.

2. Safe, Healthy, and Climate-Ready Buildings

Strengthening housing and workplaces to withstand extreme heat, wildfire smoke, and flooding while ensuring affordability and preventing displacement.

3. Connected and Accessible Transportation

Expanding sustainable mobility options like transit, biking, and walking to reduce car dependency and improve access to jobs, schools, and services.

4. Economic Mobility and Career Opportunities

Ensuring the clean energy transition creates economic opportunities, particularly for historically excluded workers and communities.

5. Fresh, Local Food for Everyone

Strengthening food security and sustainable agriculture by supporting farmers, reducing food waste, and increasing access to fresh, healthy food.

6. Design Out Waste

Reducing consumption, preventing waste, and reusing valuable materials.

7. Clean Air, Water, and Healthy Ecosystems

Protecting and restoring forests, waterways, and green spaces to improve public health, biodiversity, and climate resilience.

8. Reliable and Future-Ready Infrastructure

Modernizing roads, utilities, and public services to withstand climate extremes while ensuring equitable access to essential infrastructure.

9. Collective Leadership and Community-Led Solutions

Embedding equity in climate governance by ensuring frontline communities, Tribes, and local organizations help shape and lead climate solutions.



SAFE, HEALTHY, & CLIMATE READY BUILDINGS

Ensuring every home and workplace is energy efficient and resilient

GHG



GHG 26. Directly facilitate retrofits of housing and community assets of frontline communities

SRFC



SRFC 32. Invest in Equitable Development

PREP



Wildfire Risk Reduction

Prep 30. Develop Community Wildfire Protection Plans

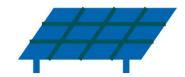




GHG

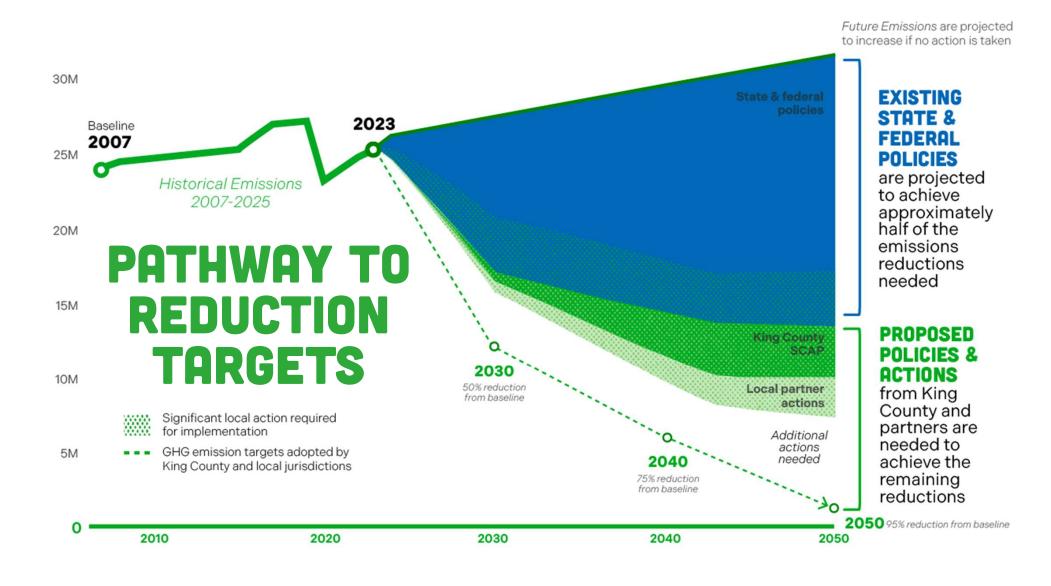
Reducing Greenhouse Gas Emissions

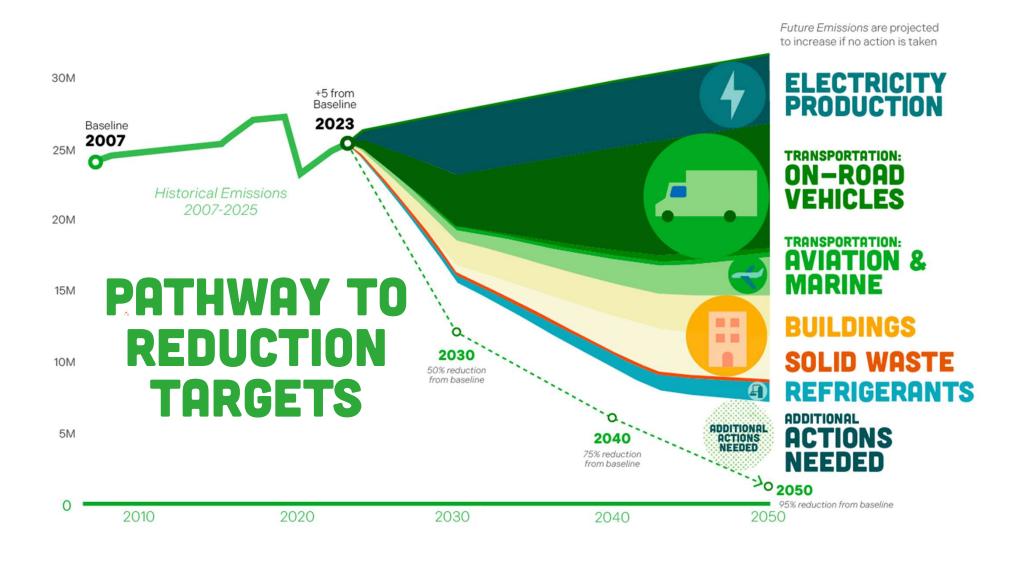
GHG

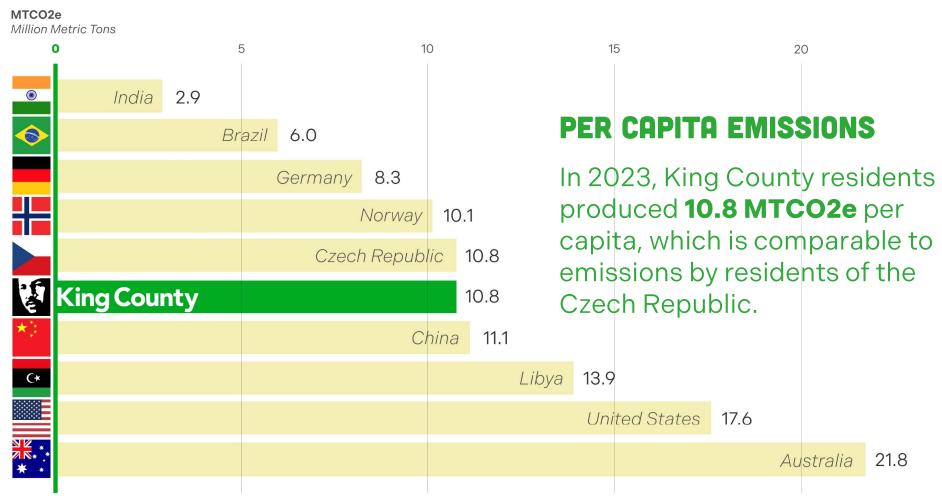


The 2025 SCAP outlines plans to work with partners and communities over the next five years to focus on the following:

- Lead by example, advocating for stronger GHG emissions policies, demonstrating local leadership, and strengthening accountability within County operations.
- Accelerate clean energy and zero-emissions solutions through high-performance green buildings, energy efficiency programs, and the transition to zero-emissions infrastructure and fleets.
- Expand access to reliable transportation by improving public transit, supporting active mobility, and reducing emissions from vehicle emissions.
- **Reduce waste** through a circular economy that focuses on reuse, recovery, and responsible consumption.
- Take care of natural lands and prepare infrastructure for the future by supporting farming and forestry practices that capture carbon and building public infrastructure that can handle climate impacts and serve all communities equitably







Source: <u>European Commission Emissions Database for Global Atmospheric Research</u> (2024), King County Climate Office (2025)

SRFC

Sustainable and Resilient Frontline Communities

SRFC



Centers frontline communities—Black, Indigenous, and People of Color (BIPOC), immigrant and refugee populations, residents who are low-income, individuals with pre-existing health conditions, unsheltered populations, and outdoor workers—experience the earliest, most severe, and longest-lasting climate impacts.

- The SRFC focus areas and framework were co-created with the Climate Equity Community Task Force (CECTF), community members who represent frontline communities.
- These communities are more likely to live in flood-prone areas, neighborhoods with less tree cover, or near major roadways with high pollution levels, putting them at greater risk of extreme heat, poor air quality, and displacement due to climate disaster.
- Historically, government-led climate responses have not fully accounted for the lived experiences and priorities of these communities, leading to solutions that do not effectively address their needs.

SRFC

The 2025 SCAP reflects community priorities for policymaking and leadership in climate action. Key focus areas include:

- Housing security and antidisplacement efforts that ensure investments in climate resilience do not displace residents by expanding affordable housing, protecting renters, and ensuring equitable access to energyefficient home upgrades.
- Expanded access to transit and affordable, low-carbon mobility options for all communities.

- Energy justice and utilities affordability measures reduce energy burdens for households who are low-income, transitioning away from fossil fuels, and expanding clean energy solutions.
- Workforce development efforts help create jobs, training, and economic opportunities, especially in frontline communities and with workers who have been historically excluded.
- Food security and sustainable agriculture
 strengthens food systems by supporting local
 farmers, reducing food waste, and increasing
 access to fresh, healthy food for frontline
 communities.

CLIMATE AND WORKFORCE STRATEGY

The 2025 Climate and Workforce Strategy builds on the 2023 Green Jobs Strategy with a central goal: to connect frontline communities to living-wage employment opportunities to build a skilled and diverse workforce across the career spectrum. The 2025 Climate and Workforce Strategy outlines a comprehensive approach to integrating workforce development into climate action, establishing a clear roadmap and resource network for:



Meeting labor and business needs for reducing emissions

Climate-focused training programs and employer partnerships to meet critical labor and local business engagement needs for King County's clean energy deployment goals.



Improving employment pathways for frontline communities

Clear and measurable pathways to secure county employment opportunities, supporting departmental recruitment goals.



Securing sustainable funding sources

Identifying and establishing durable public-private funding streams to support climate workforce development needs.



Strengthening the connection between climate & economic opportunity

Policies and procedures to enhance labor and economic benefits for workers involved in capital projects essential to clean energy deployment.

PREPAREDNESS

Preparing for the Impact of Climate Change





Climate change is impacting King County, and the pace of it is increasing. Heavier rain events, hotter summers, sea level rise, and increasing wildfire risk pose serious risks to the community, infrastructure, and natural ecosystems.

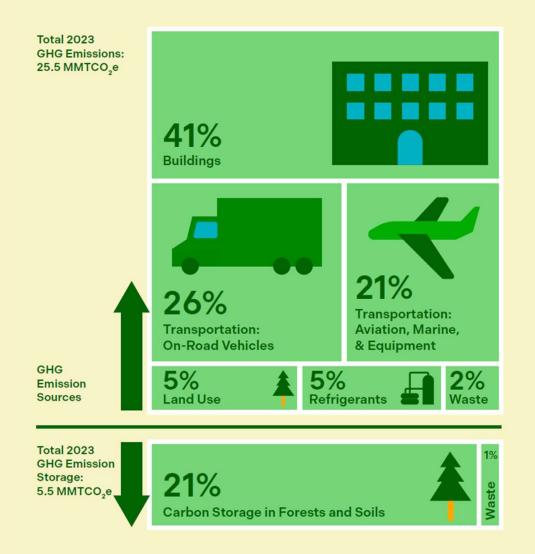
- **2021 Heat Dome** led to 126 heat-related deaths in Washington State, including more than 30 deaths in King County. Temperatures exceeded 100°F for three consecutive days, peaking at 108°F at Sea-Tac Airport, 109°F in Renton, and 118°F in Maple Valley.
- **2022 Bolt Creek Fire** grew 7,600 acres in the first 24 hours and burned for more than six weeks, forced residential evacuations, required frequent closures of Highway 2, damaged forest lands of economic and cultural significance, and impacted air quality for weeks.
- 2022 King Tide Flooding caused unprecedented coastal flooding along Puget Sound shorelines, including the Vashon-Maury Islands shoreline and in South Park and Georgetown.

PREP

The 2025 SCAP will reduce climate risks and enhance resilience through actions that:

- Help people and communities stay safe and healthy in the face of climate change by reducing risks from sea level rise, drought, flooding, extreme heat, and wildfire.
- Build resilient infrastructure by incorporating climate risks into how the County designs, builds, and upgrades capital projects. This includes flood protection, stormwater systems, wastewater facilities, and Metro transit infrastructure.
- Implement multi-benefit solutions, including expansion of green infrastructure like stormwater parks, rain gardens, and street trees to manage flooding, improve water quality, and create healthier communities.
- Increase ecosystem resilience through the restoration and management of forests, shorelines, and habitat inclusive of climate change.
- Strengthen collaboration, knowledge, and systems for long-term resilience, including work with local, regional, and tribal partners to prepare for climate impacts like sea level rise, drought, flooding, extreme heat, and wildfire.

THANK YOU!



EMISSIONS BY SECTOR

In 2023, GHG emissions in King County were **25.5** million metric tons carbon dioxide equivalent (MMTCO2e), down from a peak of 27.1 in 2019.



SAFE, HEALTHY & CLIMATE READY BUILDINGS

Ensuring every home and workplace is energy efficient and resilient





Lowering GHG emissions by improving energy efficiency and reducing reliance on fossil fuels







Protecting public health and increasing climate resilience



Lowering energy costs & preventing displacement

CLIMATE AND WORKFORCE GOALS

The 2025 Climate and Workforce Strategy outlines **four** key goals, each tied to specific actions King County will implement between 2025-2030 to achieve them.



King County Metro staff engage with youth through demo station at first Green Jobs, Green Futures Summit, as featured on Fox13 news coverage and Back2Besa show.

- Goal 1: Grow careers and employment opportunities through regional partnerships
- Goal 2: Build accessible bridges to livingwage careers addressing climate change in frontline communities
- Goal 3: Invest in building labor and business networks within local high-demand industry sectors essential to clean energy deployment
- Goal 4: Advance climate action in partnership with King County employees

WILDFIRE RISK REDUCTION AND HEAT MITIGATION STRATEGIES

Providing strategic direction for local and countywide action



Wildfire Risk Reduction Strategy

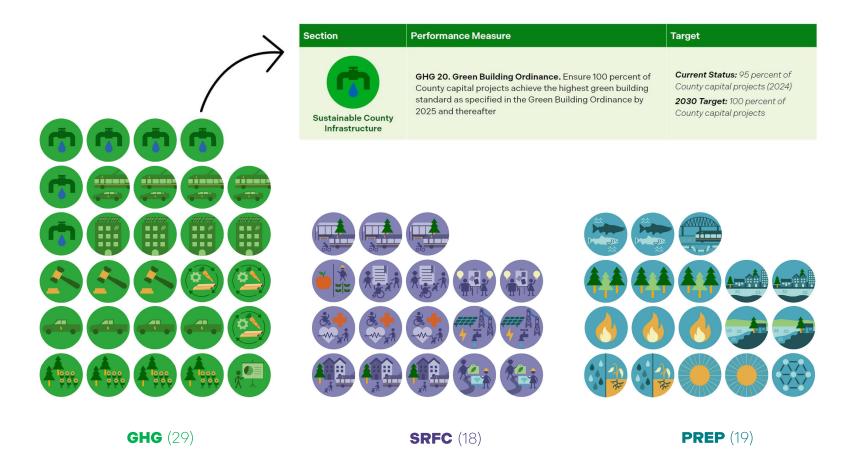
- Co-developed in partnership with representatives from public, private, and Tribal agencies and organizations.
- Includes 12 actions focused on three strategic priorities:
 - o increasing forest resilience to wildfire,
 - o reducing risks to communities and infrastructure in the wildland-urban interface, and
 - o strengthening emergency response.



Extreme Heat Mitigation Strategy

- Co-developed with King County jurisdictions, frontline communities, others.
- Takes a comprehensive approach to heat mitigation, focusing on actions that strengthen short-term response and coping strategies and adapt the built environment to reduce the heat island effect.
- Strategic priorities include helping people stay cool and safe during heat events, cooling neighborhoods, designing for heat, and increasing heat safety awareness.

PERFORMANCE MEASURES



MEASUREMENT FRAMEWORK

Each measure is designed to be actionable, relevant, and closely connected to community priorities, equity considerations, and the County's overarching climate goals

- Alignment with Climate objectives and best practices
- Data availability and quality
- Actionability & decision-making value
- Duplication or redundancy