



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

September 19, 2017

Motion 14955

Proposed No. 2017-0242.1

Sponsors Dembowski

1 A MOTION approving a report on the Implementation of
2 New RapidRide Lines as required by Ordinance 18409,
3 Section 132, Proviso P4.

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

7 WHEREAS, Ordinance 18409, Section 132, Proviso P4, requires the executive to
8 transmit a motion by June 1, 2017, that approves a report that identifies the Move Seattle
9 RapidRide lines, describes the process for implementing new RapidRide lines, identifies
10 the appropriation ordinances, ordinances establishing RapidRide lines, service change
11 ordinances and ordinances approving interlocal agreements relating to RapidRide lines
12 that are anticipated to be required for proposed new RapidRide lines, and, to the extent
13 possible, identifies estimated timelines for consideration and enactment of the identified
14 ordinances, and

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

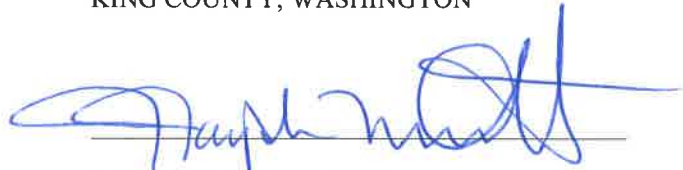
17 NOW, THEREFORE, BE IT MOVED by the Council of King County:

18 The King County council hereby approves the Implementation of New RapidRide
19 Lines report, Attachment A to this motion.
20

Motion 14955 was introduced on 6/12/2017 and passed by the Metropolitan King
County Council on 9/18/2017, by the following vote:

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

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



J. Joseph McDermott, Chair

ATTEST:



Melani Pedroza, Clerk of the Council

Attachments: A. Implementation of New RapidRide Lines Move Seattle RapidRide Expansion - April
21, 2017



King County Metro Transit
Ordinance 18409 Proviso P4 Report

Implementation of New RapidRide Lines
Move Seattle RapidRide Expansion

April 21, 2017

Prepared for:
King County Council

Prepared by:



Department of Transportation
Metro Transit Division
Service Development
King Street Center, KSC-TR-0426
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Seattle, WA 98104
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Alternative Formats Available
206-477-3832 TTY Relay: 711

Introduction

Ordinance 18409, Section 132, which adopted the 2017/2018 King County Biennial Budget included Proviso P4 that states:

P4 PROVIDED FURTHER THAT:

Of this appropriation for capital project 1129632, Move Seattle RapidRide Expansion, \$1,500,000 shall not be expended or encumbered until the executive transmits a report on the implementation of the new RapidRide lines and a motion that approves the report and the motion is passed by the council.

In accordance with the proviso, the report shall

1. Identify the RapidRide lines funded by capital project 1129632, the Move Seattle RapidRide Expansion.
2. Describe the process for implementing new RapidRide lines.
3. Identify the appropriation ordinances, ordinances establishing RapidRide lines, service change ordinances, and ordinances approving interlocal agreements relating to RapidRide lines that are anticipated to be required for proposed new RapidRide lines.
4. To the extent possible, identify estimated timelines for consideration and enactment of the identified ordinances.

Background

This report and a companion proviso response report, “*Ordinance 18409 Proviso P5 Report*” detail Metro’s plan for expansion of RapidRide throughout King County.

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

The next generation of RapidRide will have the RapidRide features that are in place today; well-spaced stops, roadway improvements, on-board WIFI, larger and well-lit shelters, real time bus arrival signs, ORCA readers that let card holders pay at the bus

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

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

RapidRide Funding

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

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

This report focuses on the Move Seattle elements of the proposed RapidRide expansion.

The Move Seattle RapidRide project has an estimated cost of \$53,818,000 which represents a subset of the costs associated with the lines and is assumed to be reimbursed by the City of Seattle. This project would fund the costs incurred by Metro to support the City of Seattle's delivery of the seven lines that are primarily within Seattle, as described in the Section 2 of this report. The project cost is based on high level cost estimates, but only for Metro's more limited role in delivering the Seattle lines. For this reimbursable effort, \$4,041,970 was appropriated in the 2017/2018 biennium.

As detailed in the companion proviso response report, "*Ordinance 18409 Proviso P5 Report*" the METRO CONNECTS RapidRide project has an estimated cost of \$576,080,000 for the Metro Transit portion of the investments necessary to implement the thirteen lines by 2025. The estimate is based on high level estimates for planning, design, and construction of the passenger facilities (i.e. lighting, shelters, etc.) and speed and reliability components (i.e. intersection modifications, signal improvements, lane channelization, etc.) of the RapidRide program. The estimates use average costs based on mileage and the number of RapidRide elements assumed to be installed. This estimate reflects only Metro's cost for implementing these lines, and does not include additional investments by jurisdictional partners that is assumed in METRO CONNECTS to be used to support the higher level of transit priority that is envisioned.

Of the total projected cost for the project, \$13,646,635 was appropriated by the Council in the 2017/2018 biennium.

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

The Move Seattle RapidRide Expansion project is associated with the seven lines that are described below.

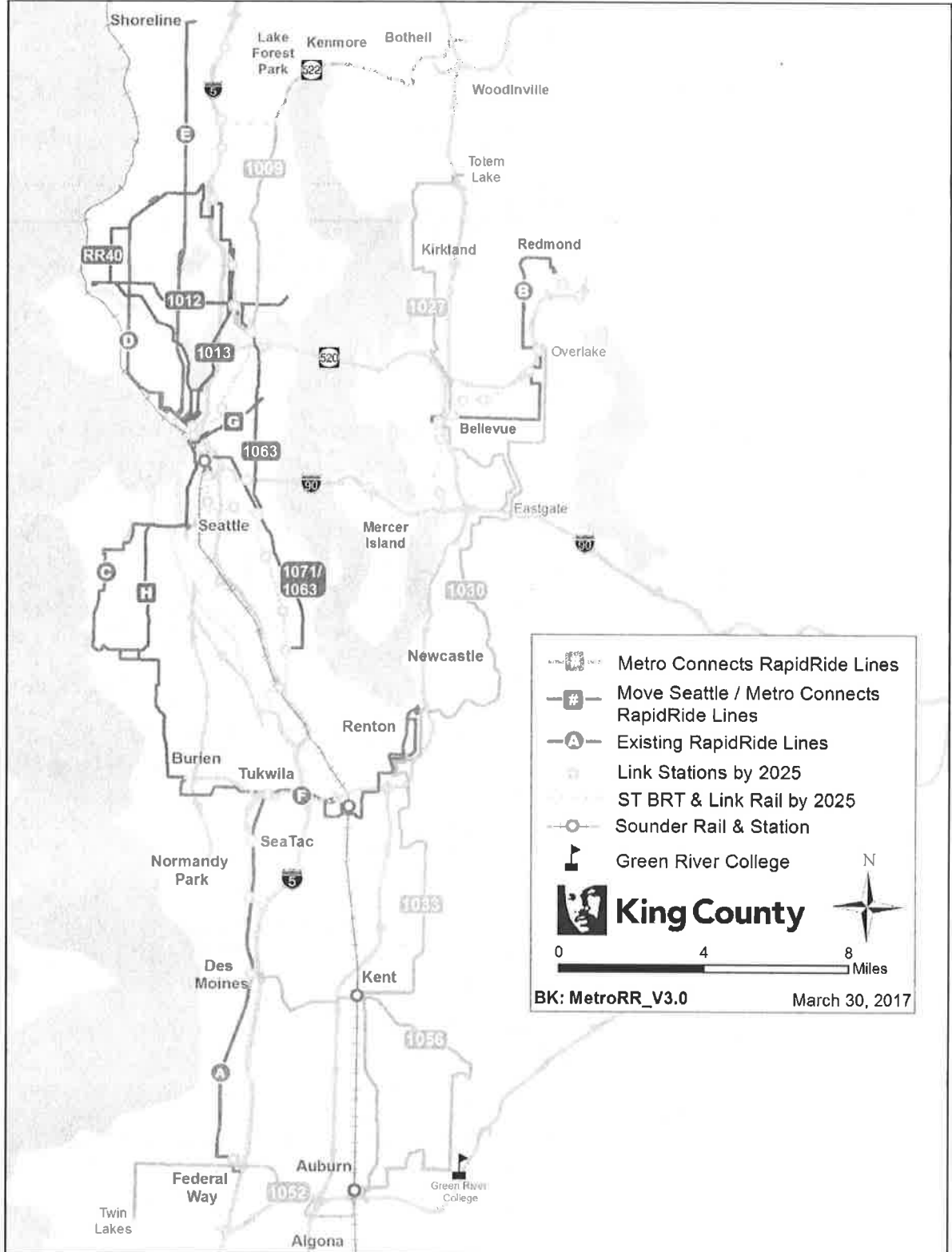
The first two lines that are anticipated to be implemented, in 2019 and 2020, respectively, will be designated as the RapidRide G Line and H Line. The remaining corridors are shown with the METRO CONNECTS corridor numbers that are most similar to the alignments currently under consideration. The current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

Move Seattle RapidRide Expansion Corridors

Comparable Route(s)	To/ Via/ From	Implementation Year	RapidRide or METRO CONNECTS Route ID
11,12	Madison Valley/ E Madison St / Seattle CBD	2019	G Line
120	Burien TC/ Westwood Village/ Seattle CBD	2020	H Line
7	Seattle CBD/ Mt. Baker / Rainier Beach	2021	1071/1063
70	Seattle CBD / Eastlake/ U District	2021	1013
44	Ballard/ Wallingford / U District	2022	1012
40	Northgate/ Ballard / Seattle CBD	2023	40RR
48	U District/ Central Area/ Mt. Baker	2024	1063

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

Metro RapidRide - Preliminary 2025 Network



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

2. Implementation Process

Seven of the RapidRide lines that are included in the METRO CONNECTS RapidRide Expansion project will be implemented in partnership with the City of Seattle. A partnership agreement will establish our shared desired outcomes, guiding principles, financial commitments, and respective roles and responsibilities associated with the new lines.

Agency responsibilities, as currently understood, are described below. These responsibilities will be further defined through the partnership agreement for the program described above and in subsequent agreements specific to the delivery of each line.

The City of Seattle Department of Transportation (SDOT) is expected to lead the design and construction of civil, electrical and communication infrastructure, for both passenger facilities and transit priority elements, through local forces or contracts procured and managed by SDOT. The City of Seattle will provide staff support in all disciplines throughout the project.

Metro and King County Information Technology (KCIT) staff are expected to support the design review and construction inspection for all civil, electrical and communication infrastructure, for both passenger facilities and transit priority elements. Metro staff will also support the service planning and implementation functions. Metro will procure, assemble, install, own and maintain all passenger amenities that have been established in Metro's existing RapidRide kit of parts, which includes bus stop signage, RapidRide shelters, technology pylons, blade markers, pedestrian scale lighting, other street furniture (litter receptacles, benches, RapidRide bike hoops), One Regional Card for All (ORCA) readers and real time bus arrival signs. The City of Seattle will procure, assemble, install, own and maintain passenger amenities that are not currently included in the Metro approved RapidRide kit of parts.

Metro and KCIT staff are expected to procure, install, own and maintain communication infrastructure to support transit priority elements, ORCA readers and real time bus arrival signs, other intelligent transportation system (ITS) elements, and communication to buses. Metro will procure, install, own and maintain transit priority equipment and systems through local forces or contract with others.

The partnership agreement, and any supplemental agreements, will be the defining documents for identifying the Metro expenditures that will be fully reimbursed by the City of Seattle and charged to the Move Seattle RapidRide Expansion project.

3. Anticipated Ordinances

Appropriation Ordinances (Budget Ordinances)

It is anticipated that the RapidRide Expansion program, both the METRO CONNECTS and the Move Seattle projects, will be included in all budget ordinances through the 2025/2026 budget. There is the potential for periodic supplemental adjustments as the actual project elements and their associated costs are refined. Project estimates provided in the 2017/2018 budget are based on a very low level of project definition and design, and these amounts will be further refined as corridors move through the planning, design and implementation phases. Budget ordinances are likely to include both capital and operating funding requests related to RapidRide. The 2017/2018 appropriations reflect estimated expenditures and commitments that will occur during the biennium.

Ordinances Establishing RapidRide Lines (Alignment Ordinances)

The ordinances establishing RapidRide lines will be associated with the METRO CONNECTS RapidRide Expansion project. The process is described in the report prepared for Proviso P5.

Service Change Ordinances

Ordinances for service changes will be associated with the METRO CONNECTS RapidRide Expansion project. This process is described in the report prepared for Proviso P5.

Ordinances Approving Interlocal Agreements

It is anticipated that Metro will establish partnership and other agreements with the City of Seattle over the course of the implementation of the new RapidRide lines. Among other things, such agreements may address service hour payments, responsibilities and funding for line implementation activities such as the construction of various RapidRide passenger facilities or transit priority elements, fleet purchases, and the ownership and maintenance of RapidRide infrastructure. While at this early stage of developing a partnership agreement, the specific nature and number of supplemental agreements has yet to be determined, Metro anticipates that any such agreements requiring approval by ordinance would be transmitted to the King County Council approximately twelve to thirty-six months prior to service implementation.

4. Estimated Timelines

In spring 2016, Metro and the City of Seattle began defining our partnership and will be documenting that in a partnership agreement. The expectation is that an agreement would be executed by the end of the year.

Summary

The process, ordinances and timelines associated with the implementation of all new lines in the RapidRide Expansion program are described in the report required by Proviso P5, relating to the METRO CONNECTS RapidRide Expansion project. This report, submitted as required by Proviso P4 of Ordinance 18409, represents the additional actions needed to enable Metro to incur costs that will be reimbursed by the City of Seattle for the implementation of the seven RapidRide lines within Seattle.