

Transit-Plus Multimodal Corridor Program

Levy Oversight Committee
May 4, 2021



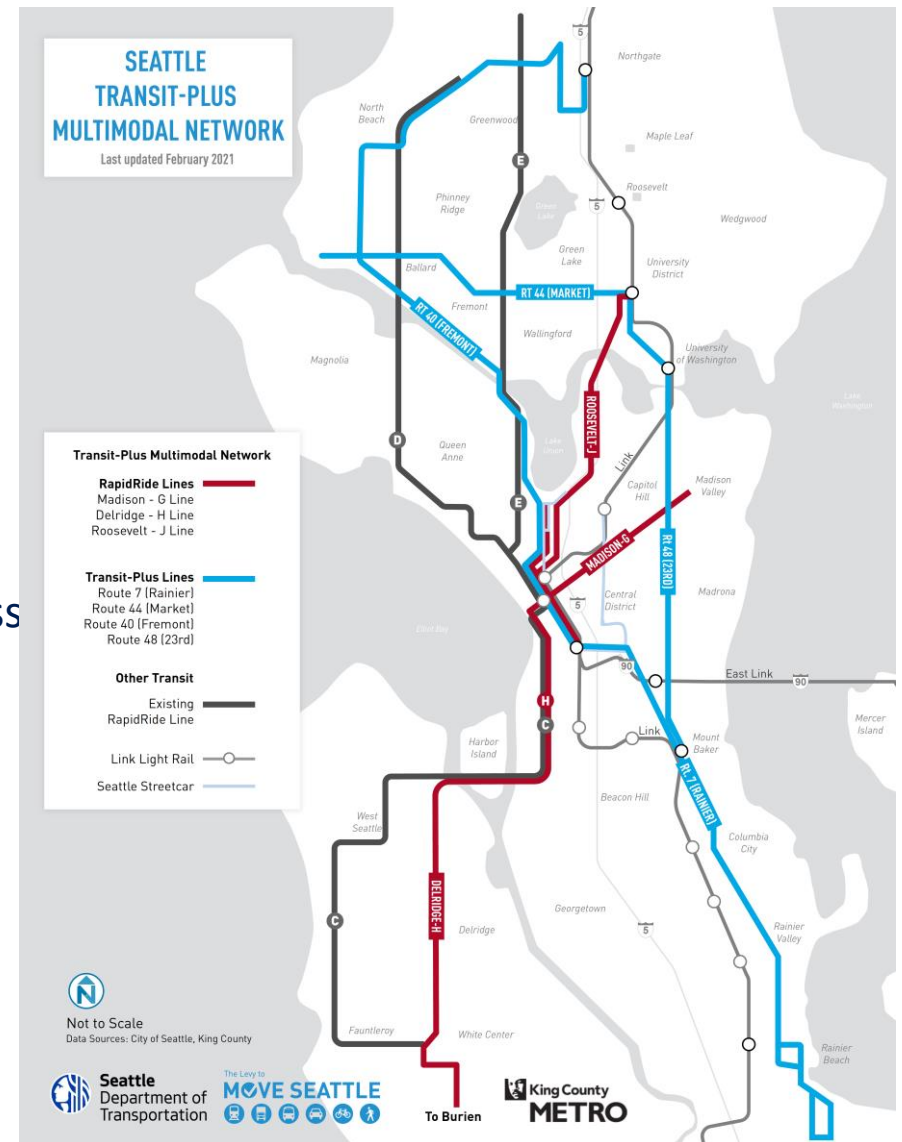
Agenda

1. Program updates
2. Project updates

Program updates

Program overview

- 7 Corridor Projects
 - 3 RapidRide and multimodal level of investment
 - RapidRide branding, amenities and service
 - Corridor-wide transit and multimodal improvements
 - 4 Transit-Plus Multimodal level of investment
 - Transit speed and reliability improvements, with safety and access improvements as funding allows
- Major focus of 2018 Levy workplan
- King County partnership major element
 - RapidRide integrated projects for 3
 - Coordination on 4
- FTA Small Starts projects – Madison and Roosevelt



Transit-Plus Multimodal Corridor investment level

Route 44 Speed and Reliability Project

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

RapidRide J (Roosevelt)

- Full RapidRide amenities at all stops and higher frequency of service
- Continuous red bus lanes from Eastlake to Downtown
- Extension of route to Roosevelt with trolley wire
- Five miles of protected bike lanes
- Intersections with Upgraded Traffic Signals Including TSP or Transit Queue in South Lake Union, Eastlake, and the University District
- Pedestrian safety and access improvements
- Overlapping paving investments in AAC program

Sample projects
highlighting
range of project
scope &
investment



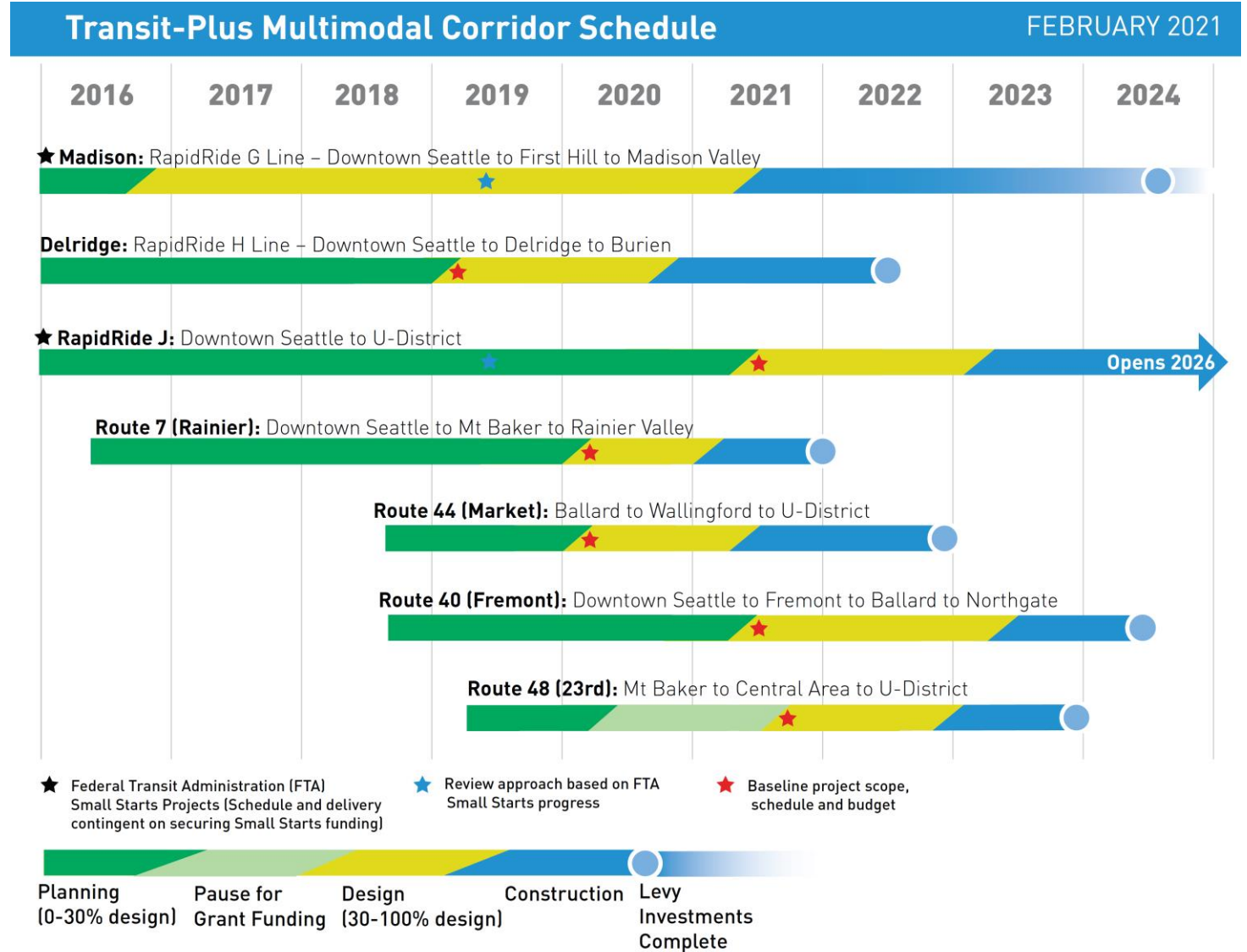
Program objectives

- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to get to and on the bus
- Respond to community needs and priorities
- Fulfill Levy to Move Seattle commitments



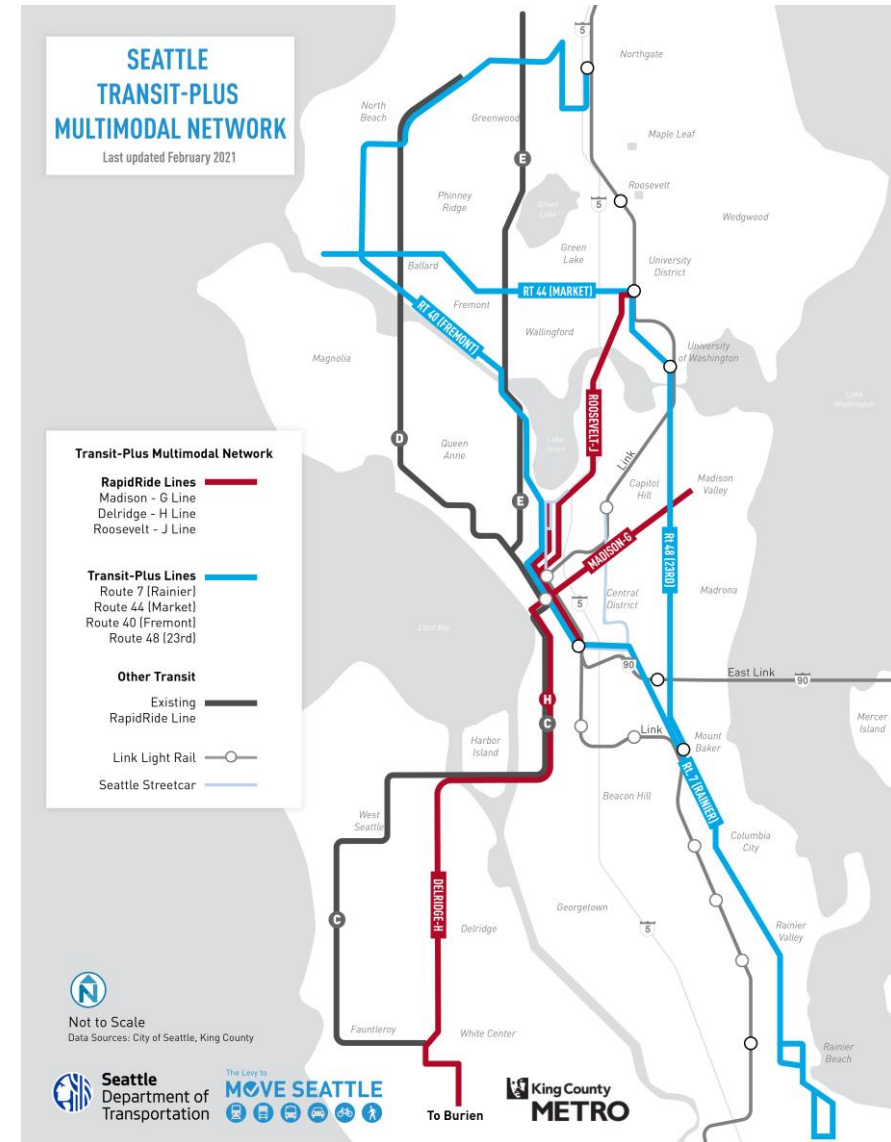
Program Updates

- Major accomplishments in the last year:
 - All 7 corridors active, with Rt 48 initiated in early 2021
 - Refined funding plan and budgets:
 - Completed grant applications for the program
 - COVID-induced budget revisions
 - Additional funding sources added
 - Updated project schedules



Program updates

- King County Metro partnership:
 - Metro's capital and operating budgets impacted by COVID
 - Maintained commitments to Madison/G Line and Delridge/H Line
 - Revised capital and operating commitments to RapidRide J (Roosevelt)
 - Paused RapidRide Rainier, as well as other lines outside of Seattle



Project updates

Madison BRT - RapidRide G Line

- Sound Transit funding agreement – September 2020
- Budget and local funding update – October 2020
- FTA Small Starts
 - Readiness Report June 2020
 - Section 5309 Allocation April 4, 2021
 - SSGA late June
- Construction – Advertise May 2021; target start Sept 2021
- Council – easements and grant acceptance – May 2021

Total Budget.....\$133.4M

Move Seattle.....\$19.2M

Local\$2.9M

King County.....\$3.4M

CMAQ.....\$9.7M

Connecting WA.....\$2.5M

Sound Transit.....\$35.8M

Identified Leverage

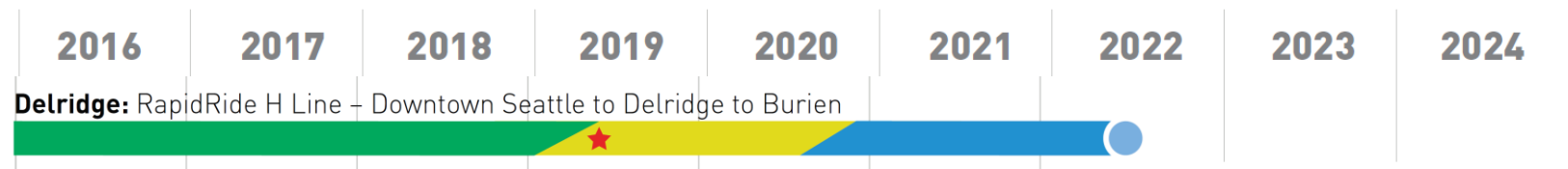
FTA Small Starts.....\$60.0M



Delridge Way SW - RapidRide H Line

- Construction began June 2020; 50% complete
- Construction outreach is ongoing. No major issues to report.
- Change order for WSB closure project impacts is a cost risk and team is in discussions with the contractor.
- Metro partnership:
 - KCM has moved H Line service date opening to 2022, from 2021.
 - Beginning H Line construction in Summer 2021 for non-Delridge portions
- Total project SDOT budget: \$72.3M including AAC.

Total Budget.....	\$33.8M
Move Seattle.....	\$9.5M
Local	\$0.3M
Metro.....	\$14.0M
State RMG.....	\$10.0M



RapidRide Roosevelt - J Line

- Revised scope:
 - Metro capital/operations budget impacted by COVID
 - Developed shorter Minimum Operable Segment (MOS) with northern terminus at U District
- Outreach fall 2020 on revised scope
- Increased timeline to assess COVID impacts, new design needs, and additional environmental review
- Preparing a Supplemental Environmental Assessment – Q2/Q3 2021
- Budget will be updated at 30% design milestone/environmental determination

Total Budget.....\$85.7M*

Move Seattle.....\$8.5M

Local\$0.9M

STP (Fairview).....\$4.03M

CMAQ (Eastlake).....\$4.0M

Identified Leverage

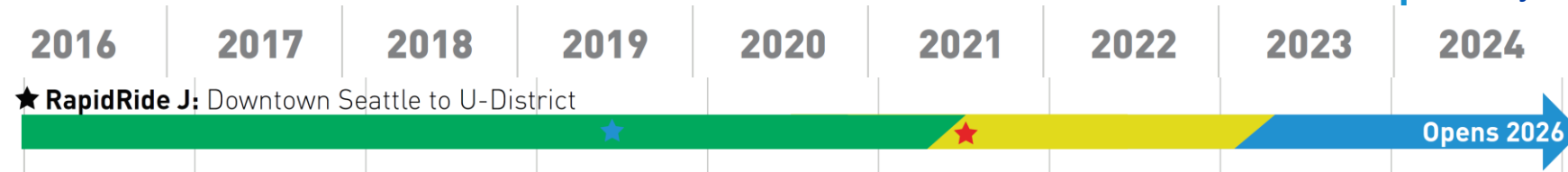
UW MIMP.....\$3.0M

FTA Small Starts.....\$45.0M

RMG (State).....\$6.0M

SCL.....TBD

*Subject to baselining in 2021



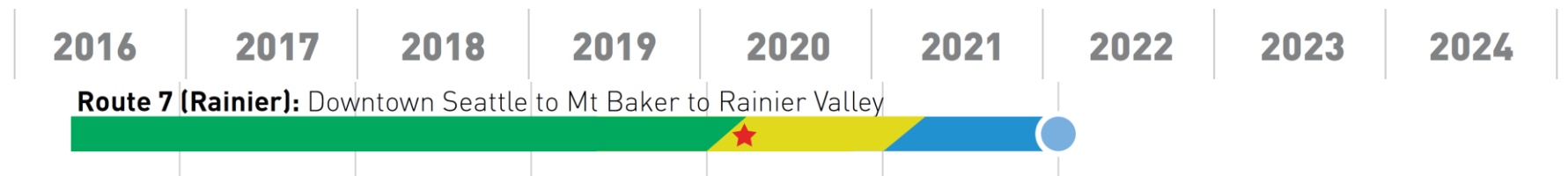
Route 7 TPMC Project (Rainier)

- Design
 - Final Design completed in Q1 2021
- Delivery
 - Construction anticipated to start summer 2021
 - Substantial Completion anticipated in early 2022
- Metro partnership:
 - RapidRide R Line (Rainier) paused due to COVID-19 revenue shortage
 - Route 7 design is compatible with Metro R Line going forward

Total Budget.....\$8.5M

Move Seattle.....\$7.5M

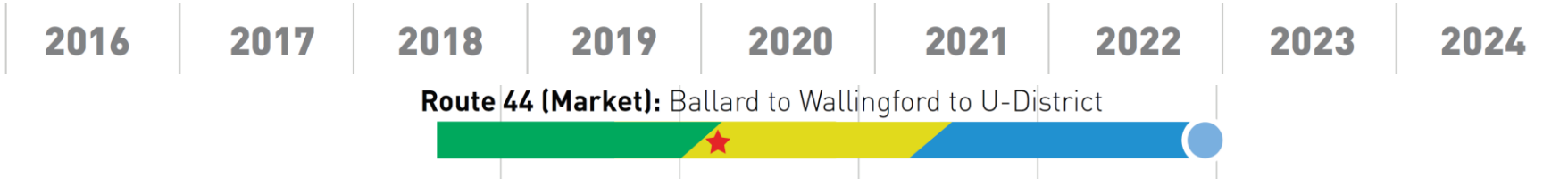
Local\$1.0M



Route 44 TPMC Project (Market)

- Outreach for 60% design in spring 2021, including concepts for early implementation
- Baselined project scope and budget in Dec. 2020
- Scope highlights:
 - Re-channelization, signal modifications, BAT lanes, bus stop optimizations, and pedestrian improvements for accessing transit
- Early implementation/partnered efforts to support North Link service changes:
 - Transit lanes on 15th Ave NE and NE 45th St
 - 12th Ave NE / NE 43rd St paving project
 - NE 43rd St improvements project

Total Budget.....	\$15.6M
Move Seattle.....	\$8.5M
Other Local	\$.5M
State RMG.....	\$6.0M
Metro.....	\$.6M



Route 40 TPMC Project (Fremont)

- Two rounds of outreach (fall 2020 and spring 2021) informed project scope and design
- Approaching 30% design in mid-2021, scope includes:
 - Bus lanes on segments of Westlake Ave N, Fremont Ave N, N 36th Street, Leary Ave NW, NW Market St, Holman Rd NW
 - New or modified bus boarding bulbs at four bus zones and other bus zone modifications
 - Transit Signal Priority upgrades at 15 intersections
 - Pedestrian and bicycle access improvements

Total Budget.....\$20.7M*

Move Seattle.....\$7.7M

Local\$0.1M

CMAQ (FHWA).....\$4.0M

Connecting WA.....\$3.4M

STBD \$60 VLF.....\$3.0M

Identified leverage

 Metro.....\$2.5M

*Subject to final secured funding and baselining in 2021

2016

2017

2018

2019

2020

2021

2022

2023

2024

Route 40 (Fremont): Downtown Seattle to Fremont to Ballard to Northgate



Route 48 TPMC Project (23rd Ave BRT)

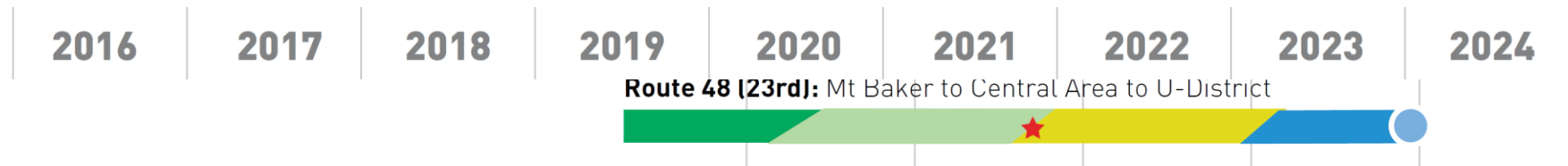
- Conceptual Design Study in 2020 recommended scope and basis for grant funding request:
 - Formalize existing BAT lane between E John St and E Madison St with red paint (adjacent to Vision Zero 23rd Ave project)
 - Install southbound BAT lane between S Massachusetts St and S Plum St
 - Add TSP at intersections along the corridor where it is not already planned (~15 intersections)
- PSRC awarded CMAQ construction funding in 2023-2024
- Project initiation in Q1 2021 to begin project development phase
- Coordinating with 23rd Ave Vision Zero - \$5.16M investment, including transit and access improvements

Total Budget.....\$2.1M*

Move Seattle.....\$.95M

CMAQ.....\$1.15M

*Subject to final secured funding and baselining in 2021



Questions?

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Streetcar & Transit Corridors Manager

www.seattle.gov/transportation

