Funding Application

Competition: Regional FHWA
Application Type: Corridors Serving Centers
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Project Information

1. **Project Title**
   RapidRide I Line: Speed and Reliability Improvements

2. **Regional Transportation Plan ID**
   5674

3. **Sponsoring Agency**
   King County Metro

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
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Project Description

1. **Project Scope**
   The project scope will provide for the construction and implementation of transit speed and reliability improvements for the RapidRide I Line which is scheduled to begin service in 2023. This proposal covers critical elements of the planned RapidRide I Line speed and reliability improvements with in the City of Renton. It will provide improved access to the new South Renton Transit Center, a key transportation hub. The proposed improvements include traffic signal retiming, modification, and synchronization; modifications to existing transit signal priority (TSP) installations; new and modified transit-only and Business Access Transit (BAT) lanes, bus queue jumps and other traffic channelization improvements.

   This proposed project will provide improved access to the new South Renton Transit Center and generate travel time benefits for the entire 17 mile RapidRide I Line corridor.

   Project outcomes include:
• Travel time savings between 5 and 19 minutes per trip on the corridor, with over 20% travel time savings in the PM peak;

• Improved access to Regional Centers for transit riders, including historically transit dependent populations;

• Improved access to approximately 138,000 jobs, with approximately 20,000 of those jobs located in regional growth centers; and

• Increased transit ridership of between 4,000 and 6,000 new daily riders.

2. **Project Justification, Need, or Purpose**

   The need for the project is related to the following conditions and desired outcomes:

   1. Limited existing transit service options.
      Existing transit services throughout the project area are at capacity and are insufficient to meet current and future demand. This project will greatly improve RapidRide I Line service, which Metro projects to serve 9,500 to 11,500 daily riders in 2023.

   2. Improve transit service reliability, frequency and speed.
      Current service in the corridor on Route 180 has travel time variability and schedule reliability well below Metro standards, operating late 27% of the time during afternoon peak periods. Providing frequent, fast, and reliable BRT service to regional destinations served by the corridor will better serve existing riders and attract new riders.

   3. Meet the transportation needs of historically underserved communities.
      Routes 169 and 180 serve higher proportions of low-income and minority areas than the Metro system as a whole. Route 180 has the highest proportion of ORCA LIFT riders within Metro’s system.

   4. Serve areas experiencing high population and employment growth.
      The RapidRide I Line corridor is one of Metro’s most productive suburban transit corridors. It sees 7,300 transit boardings per day, with 5,500 of those boardings on Metro Routes 169 and 180 that will be upgraded to the RapidRide I Line. In Renton, Kent and Auburn, continued population and employment growth have resulted in an unmet demand for transit service which will only increase with time without an investment in higher-capacity service (see Attachment B).

   5. Reduce congestion and greenhouse gas emissions.
      Congestion in the corridor has a significant impact on transit speed and reliability. Many parts of the corridor experience severe traffic congestion and buses travel at less than 50% of the posted speed limit. This project will improve transit travel speed by reducing or eliminating congestion points, attracting new riders and helping take automobiles off congested roads and highways. Reducing vehicle miles traveled (VMT) by single-occupant vehicles reduces greenhouse gas emissions and other air pollution.

**Project Location**

1. **Project Location**
   South King County, Renton Transit Center to Auburn Transit Center via Kent. See map in Attachment A.

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   King

3. **Crossroad/landmark nearest the beginning of the project**
   Renton Transit Center

4. **Crossroad/landmark nearest the end of the project**
   Auburn Transit Center

5. **Map and project graphics**
   Attachment_A.pdf

**Plan Consistency**

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   This project is included in the King County Metro adopted Six-Year Budget which is included in the County's 2018 Comprehensive Plan by reference. The project is also consistent with
the King County Metro Strategic Plan for Public Transportation which is adopted by the King County Council, and included in the King County Comprehensive Plan by reference. It is also included in King County Metro's long range vision for transportation: METRO CONNECTS. Additionally, the project is consistent with both the findings and recommendations of local plans, including the Renton Comprehensive Plan, the Auburn Comprehensive Plan and the Kent Comprehensive Plan.

King County Comprehensive Plan (2018 update):

- T-101 The Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines, or successor plans, shall guide the planning, development and implementation of the public transportation system and services operated by the King County Metro Transit Division. (p. 7-6)

- T-103 In striving to meet the growing need for transportation services, King County shall seek to maximize the efficiency and effectiveness of its services, infrastructure and facilities. (p 7-8)

- T-204 King County should support local and regional growth plans and policies by focusing transit services on centers and other areas of concentrated activity (p. 7-13) Metro Strategic Plan Strategies:
  - 5.1.3: Improve transit speed and reliability; (p. 28)
  - 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies; (p. 32) and
  - 6.2.2: Provide and maintain capital assets to support efficient and effective service delivery (p. 32).

METRO CONNECTS Long Range Vision for Transportation:

- RapidRide I line designated as part of the 2025 future RapidRide network (p. 28) City of Auburn Comprehensive Plan (p. 5-19)

- Transit-01: Partner with WSDOT, Metro Transit, Pierce Transit, Sound Transit, Muckleshoot Indian

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.

N/A

Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support.** Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

   The project is located both within the Renton Regional Growth Center and along the RapidRide I Line corridor in Renton and supports travel along the RapidRide I-Line connecting the Renton, Kent and Auburn Regional Growth Centers.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. **Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s).** Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

   The project is an essential element to providing RapidRide I Line service between the Renton, Kent and Auburn regional centers with its increased frequency and reliability, extended service hours, safe and convenient access to transit, and overall higher quality service. BRT is
a distinctly separate classification of transit service and an excellent means of providing increased service to meet the growing demand for efficient travel within this corridor.

The corridor serves some of the most significant sources of residential density and employment activity across south King County. The entire corridor serves over 161,000 residents and 138,000 employees. The three regional centers connected by the corridor contain nearly 6,000 residents and over 20,000 jobs. In both PSRC Vision 2050 and local comprehensive plans, these centers will continue absorbing a significant share of south King County’s population, employment growth and land use densification through 2040.

Working with our partner cities, Metro has analyzed existing conditions along the corridor and identified locations that are experiencing traffic congestion and unacceptable levels of delay. As transportation impacts are a significant growth related concern and often a constraint to the viability of existing and new development, the proposed RapidRide I Line Speed and Reliability Improvements project is a smart regional investment, helping shift transportation demand from SOV to transit, while supporting the goal of focusing growth in the regional centers.

By providing both greater operational efficiency and mode shift to transit, the RapidRide I Line will allow more people to travel within a capacity constrained system, fostering higher levels of land use development within the centers and their connecting corridors. On average, RapidRide lines have produced a 50% increase in ridership compared to the lines they replace, measured five years after implementation.

Policies that support new high capacity transit serving the Auburn, Renton and Kent Regional Centers are included in the comprehensive plans for each of the jurisdictions served by the RapidRide I Line:

City of Renton -
Policy L-2: Support compact urban development to improve health outcomes, support transit use, maximize land use efficiency, and maximize public investment in infrastructure and services. (p. 3)
Goal L-N: Sustain industrial areas that function as integrated employment activity areas and include a core of industrial uses and other related businesses and services, transit facilities, and amenities. (p. 5)

City of Kent -
Goal LU-24: Encourage well designed, compact land use patterns to reduce dependency on the automobile, and thereby improve air and water quality and conserve energy resources. Establish mixed-use commercial, office, and residential areas to present convenient opportunities for travel by transit, foot, and bicycle.

City of Auburn -
Transit System Objective 5.4: TRANSIT SERVICES
To encourage the continued development of public transit systems and other alternatives to single occupant vehicle travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
This RapidRide I Line project will provide benefits to a range of travel modes and users. The project’s proposed speed and reliability improvements will strengthen the entire transportation system by improving the speed, reliability and effectiveness of this new high-capacity RapidRide BRT route.

The RapidRide I-Line introduces substantial transit capacity as well as transportation system redundancy, providing a reliable alternative to SOV travel to access employment and meet other trip needs. General auto and freight truck traffic travelling the connecting corridors between Renton and Auburn benefit from improved speeds and reduced congestion as the project will include general transportation system improvements to signal timing, channelization and traffic flow. In addition, projected mode shift to transit from SOV travel frees up capacity, benefiting all system users.

RapidRide adds value to non-motorized transportation users through better/safer accessibility and extending the range of possible trip lengths. The RapidRide I Line will improve stop/station access infrastructure for people walking and rolling to the new BRT line. Access improvements include improved lighting, crossings, and sidewalk and bike connections. The RapidRide I-Line will increase connection options with other regional transit services at the Renton, Kent, and Auburn transit centers. The RapidRide I-Line will also provide improved access to and from regional trails, including the Green River and the
5. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The project would benefit a wide range of user groups including commuters, residents and commercial users, helping them meet their daily travel needs.

The RapidRide I line will help meet the travel needs of a significant number of commuters and residents living, working, accessing services, shopping and recreating within the three connected regionally designated growth centers and along the RapidRide I Line corridor. Commuters will have reliable transit connections within three regional centers, such as the downtown centers of Renton, Kent and Auburn, and other significant areas along the corridor including Valley Medical Center, Kent East Hill, areas of multifamily and senior apartments, schools, and employment sites within the Kent Manufacturing Industrial Center. The new RapidRide service will provide access to other regional centers and important destinations outside of the RapidRide I Line corridor through connecting transit routes.

As the cost of transportation rises over time, public transit will continue to provide a reliable and affordable means for a variety of user groups to meet their trip needs. The RapidRide I Line is projected to carry more than 10,000 weekday riders by 2026, with continued ridership growth forecasted through 2040. This project's targeted improvements in Renton will reduce each I Line trip by roughly 5-19 minutes, depending on direction of travel. The enhanced reliability, extended hours of operation and increased frequency of RapidRide service will benefit residents and visitors, allowing them to make transit trips a real alternative to using a private vehicle.

4. **Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.**

King County Metro has prioritized the RapidRide I Line for early implementation in the RapidRide expansion program specifically because it serves communities that have higher percentages than the County as a whole of people with low income, people of color and people who speak little or no English. Prioritizing the RapidRide I Line for early implementation helps King County meet its social equity and environmental justice goals identified in the County's Equity and Social Justice Strategic Plan.

Demographic characteristics of the communities served by the RapidRide I Line and King County as a whole are shown in the table in Attachment D.

In addition, King County Metro Transit's Service Guidelines establish target service levels for corridors in Metro's transit network. Utilizing 2010 US Census data, the guidelines indicate a significant portion of the I Line project's corridor is designated as low-income and/or minority populations. The project corridor segments from Auburn to Kent, and Kent to Renton are both designated as low-income and minority service corridors. This designation means that the corridor has a larger share of low-income population than the King County average, and that transit service in these corridors is used by more people than the system wide average.

There are currently over 20,000 jobs in the three regional growth centers and over 160,000 jobs served by the corridor. Providing transit access to these and future jobs for low-income people and people of color, seniors, youth, people with disabilities, and those seeking employment is critical to reaching King County’s social equity and environmental justice goals.

In addition to the benefit of access to employment, the RapidRide I Line will benefit these populations by providing affordable, reliable and frequent access to housing, medical care, shopping, social service and other destinations. High capacity transit service such as the RapidRide I Line reduces the cost of transportation by making car ownership optional rather than required to meet daily needs.

Furthermore, service improvements will benefit customers with disabilities. All Metro buses are equipped with wheelchair lifts and RapidRide will include features such as passive wheelchair restraints on board buses, as well as changes to platform height to allow for near level boarding wherever possible.

5. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.**

Consistent with a foundational goal of PSRC’s 2017 Amazing Place Regional Economic Strategy of “Ensuring residents have access to family wage jobs and employers have access to world class talent”, this project would provide new high capacity transit access to jobs from the industry clusters identified in the plan.

The RapidRide I Line will make it easier for people to get to work in and adjacent to three regional growth centers, and it will also make jobs in these areas accessible by more people, thereby supporting the establishment of new jobs/businesses or the retention of existing jobs/businesses.
ensuring a competitive pool of workers. Of particular note is the extended service hours that come with Metro RapidRide, allowing access to jobs in industry clusters such as Aerospace or Materials Manufacturing that typically work second and third off-peak shifts. Adding a new high capacity transit link with extended service hours to and between regional centers will improve their viability. By providing efficient connections between housing and employment, the cost and capacity of the transportation system are both improved.

This connection between industry and transit is referenced in numerous regional and local jurisdiction planning documents. Additionally, PSRC’s Amazing Place Economic Strategy references the link between the region’s vitality and a healthy transportation system. One of the key components of this healthy system is improving options for transit oriented development. This project will do this by improving a new high capacity transit corridor connecting regional centers and the surrounding areas.

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.**

   King County Metro has a goal to provide high quality, reliable and efficient transit service. This proposed project would help meet Metro’s commitment and the purpose of Metro’s RapidRide program to introduce high capacity transit speed and reliability to improve service quality. Metro’s long range plan METRO CONNECTS recommended the RapidRide I Line as a cost effective regional investment to support planned growth within the Renton, Kent and Auburn regional centers and to provide efficient connections to other frequent, high-capacity services within the transit network such as RapidRide F, Sound Transit Stride BRT, and ST Sounder Commuter Rail.

   Metro’s Strategic Plan for Public Transportation describes a vision for the future of King County's public transportation system and sets objectives, goals, and strategies for getting there. This proposed project specifically embodies three of Metro’s Strategic Plan priorities:

   5.1.3: Improve transit speed and reliability;

   6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies; and

   6.2.2: Provide and maintain capital assets to support efficient and effective service delivery.

   This project is an important step in implementing RapidRide I line service and managing the transit system's performance through Metro's service guidelines and performance measures. The RapidRide I line corridor has been identified as a corridor in Metro’s Annual Service Guidelines Report that consistently experiences reliability problems, failing to meet the Metro system-wide performance guidelines of 80% on-time performance. To address on-time performance and service reliability deficiencies, this project would make strategic transit speed and reliability investments that will improve travel time by 5-19 minutes (depending on direction), increase service reliability and draw up to 6,000 more daily trips to transit within the corridor. This will help improve traffic flow, reduce carbon emissions and fuel use.

   While some right of way acquisitions will be required within the City of Renton, the project focuses on innovatively using existing right-of-way through actions such as the designation of permanent bus or HOV lanes, and applying transit preferential ITS treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations including next generation TSP, upgraded RapidRide station amenities and improved station spacing. These cost-effective transit preferential treatments will improve transit operations.

   The proposed project is an essential element of a larger, comprehensive RapidRide I Line corridor improvement project to increase the people carrying capacity and efficiency of this regional transportation corridor. Other elements include improving non-motorized travel and access, improved lighting, and upgraded stations and stops with electronic real time arrival signage and other rider amenities.

   An inclusive TDM set of programs will roll out along the corridor in tandem with new RapidRide I-Line service to promote transit awareness and increase ridership, including coordination with mobility managers in our partner cities of Renton, Kent and Auburn, and working with community-based organizations. This effort will reach residences and business in the three regional centers and along the corridor with custom tailored TDM programming.

2. **Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.**

   As discussed in 1. above, the METRO CONNECTS plan recommended the RapidRide I Line as a cost effective regional investment to support planned growth within the Renton, Kent and
Auburn regional centers. Metro Connects utilized existing and forecasted centers-focused PSRC population, housing and employment data to calculate transit service travel demand. Metro Connects recommended BRT quality service frequency, travel times, and service reliability within the RapidRide I-line corridor to support forecasted growth and development within the three regional centers and along the connecting corridor.

The proposed project's speed and reliability improvements within Renton are required help bring the RapidRide I Line corridor up to BRT standards. The proposed improvements will improve travel time by 5-19 minutes, depending on direction of travel, representing a travel time savings of over 20% in the PM peak. With increased speed and service reliability, the I Line corridor service will become a more attractive and viable option for more riders, strengthening the effectiveness of this regional corridor to meet future travel demand within the larger regional transportation system.

3. **Describe how the project fills in a missing link or removes barriers to/from a center.**

The RapidRide I Line and the planned speed and reliability investments will improve travel time and reliability with this a new HCT corridor which provides key links to and between regional centers, thereby reducing travel times and removing a barrier for people to choose transit as a mode of travel.

As part of developing this project proposal, Metro worked with our partner cities of Renton, Kent and Auburn to inventory and analyze existing and future conditions along the RapidRide I Line Corridor to identify congested locations, delay hot spots, needed non-motorized access improvements and other “barriers” to implementing effective RapidRide service along the corridor. This project addresses removal of these barriers within Renton.

The project will also improve connections to major centers and connections to other frequent and HCT services within the transit network such as RapidRide F, Sound Transit Stride BRT and Sounder Commuter Rail. These inter-service and intermodal connections will improve the performance and connectivity of the whole system. With increased reliability, transit will become a more attractive and viable option for more riders, thereby enabling more people to access major regional centers and other areas of activity along the corridors by transit.

4. **Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.**

The RapidRide I line will remove multiple bottlenecks along its designated corridor, improving the operations and efficiency for transit as well as general purpose traffic and truck freight movement, as portions of the I-line corridor are designated as a T-2 and T-3 routes.

The project’s transit speed and reliability treatments along the corridor in Renton will facilitate enhanced traffic flow through long segments of the corridor by updating traffic signal timing plans and transit signal priority. These investments will improve transit performance as well as general purpose traffic flow by addressing critical intersection bottlenecks and congested segments of the corridor which have been identified as part of the corridor analysis report.

In addition, the proposed project’s speed and reliability improvements will benefit parallel regional freeway corridors (SR-167, I-5, SR-405) which connect the three regional centers by removing vehicles from the corridors. For example, as travelers choose transit over vehicle travel on SR-167, it will have a positive impact on the performance of this important facility. WSDOT’s 2017 Corridor Capacity Report explains that congestion on SR 167 during the AM/PM peaks increased delay between Auburn and Renton 39% from 2014 to 2016. The reductions in freeway auto trips and congestion would extend to other regionally significant corridors as well.

Finally, the RapidRide I Line will connect to other high capacity transit services such as the RapidRide F-line, Sound Transit Stride BRT and Sounder Commuter Rail, extending traveler access to many other regional centers across the region including Bellevue, and the cluster of regional centers in and around the Seattle CBD.

5. **Describe how this project addresses safety and security.**

The RapidRide I Line addresses both safety and security along the corridor in multiple ways. The project will do this by:

1) Reducing conflict between general purpose traffic and transit by providing transit only lanes and transit queue jumps at key intersections. This will lower collision rates and improve the operational efficiency of the corridor.

2) Upgrading sidewalks, street crossings, and other bus stop access improvements. These improvements will help customers safely access RapidRide stations.

3) Deploying Metro’s new RapidRide station kit of parts, including updated lighting, a more visible pylon, and more open and transparent shelters. These enhancements will improve visibility and create a safer, more secure customer environment.

In addition, the RapidRide I Line will complete a Federal Transit Administration Safety and
In addition, the RapidRide I Line will complete a Federal Transit Administration Safety and Security Management Plan, a planning document typically required of rail and bus rapid transit investments such as the RapidRide I Line. The plan will comprehensively address safety and security enhancements and practices throughout the corridor.

6. Describe how the project provides opportunities for active transportation that can lead to public health benefits.
The RapidRide I Line will provide a vital link to non-motorized transportation systems, extending the range of trip lengths and increasing access for non-motorized modes and active transportation. This includes:

1) Providing connections to the regional trail network including the Interurban Trail, Green River Trail, Lake Washing Loop Trail, and Lake2Sound Trail.

2) The project will bring a significant investment in access infrastructure for people walking and riding to the new BRT line, including improved lighting, street crossings, and sidewalk connections. The improvements to service quality from this project provide additional value to these customers.

3) All RapidRide buses include bike racks capable of carrying three bicycles.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.
   Roadway Improvement, Transit and Ferry Service, Intelligent Transportation Systems

Air Quality and Climate Change: Roadway Improvement

1. What is the length of the project?
   17 miles

2. What is the average daily traffic before and after the project?
   AADT’s along the corridor range from 5,000 to 50,000. Metro currently has not compiled specific corridor traffic forecasts, but volumes will increase.

3. What is the average speed before and after the project?
   The improvement to average speeds has not been calculated for the various corridor segments. Overall travel time has been estimated. See response to questions 6 below.

4. What is the average daily transit ridership along the corridor?
   In 2018, average daily boardings in the corridor to be upgraded to the RapidRide I line were 5,500 (Route 169 from Renton Transit Center to Kent Sounder Station and Route 180 from Kent Sounder Station to Auburn Transit Center). For future year 2026, RapidRide I Line daily boardings are projected at about 10,000 daily riders. For future year 2042, daily boardings are projected at about 11,000 daily riders.

5. How many daily peak period transit trips serve the corridor?
   There will be 12 daily peak hour trips, with 6 each direction (at 10 minute headways). In the 3-hour peak period there would be 36 peak period trips. For future year 2026, forecasted peak I Line boarding estimates are about 7,000 boardings.

6. What is the expected increase in transit speed due to the BAT/HOV lanes?
   In 2040, the RapidRide I Line project is anticipated to improve transit travel time from Renton to Auburn by 5 minutes in the AM peak and by 19 minutes in the PM peak. From Auburn to Renton, there is an estimated transit travel time savings of 8 minutes in the AM peak and 5.5 minutes in the PM peak. These savings are created by use of BAT lanes and transit treatments at intersections. These transit treatments include queue jumps, transit only turning movements, and transit only signals.

7. What is the expected increase in transit ridership due to the BAT/HOV lanes?
   Assuming that there are an extra 100 riders for every 1% of travel time saved, the I Line project could see a 2,000 rider increase due to new BAT/HOV lanes (of the 4,000-6,000 total projected increase) by year 2040.

8. What is the percentage of freight truck traffic on the facility?
   In the year 2040, it is projected that 4% of the daily trips will be freight.

9. Will the project result in shorter trips and reduced VMT? If so, please explain.
   Yes. The increase in headway, reliability and ridership will remove private vehicles from the roadway, reducing total VMT.

10. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).
Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**
   
   There are approximately 5,500 daily boardings on the Routes 180 and 169 that will be upgraded to the RapidRide I Line.

2. **What is the average transit trip length for the affected routes?**
   
   The Route 169 had a 2018 average trip length of 4.5 miles; the Route 180 had an average trip length of 5.3 miles.

3. **What is the average transit trip length of the entire system?**
   
   The system wide average Metro trip length is 10.4 miles. The average passenger miles traveled for the system is 4.6 miles.

4. **If the project includes a park and ride, how many new stalls are being provided?**
   
   No

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   
   RapidRide incorporates unique branding, stations, and vehicles; off-board fare collection; near-level boarding; transit signal priority; transit priority lanes; and other infrastructure improvements.

6. **What is the expected increase in transit ridership from the project?**
   
   Approximately 6,000 new daily riders.

7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**
   
   No

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
   
   Traffic study, which included existing data collection supplemented with information from the PSRC and King County Metro demand models.

Air Quality and Climate Change: Intelligent Transportation Systems and Corridor Efficiency

1. **What is the existing level of service?**
   
   The existing level of service along the I Line corridor varies with certain sections suffering from significant levels of congestion (LOS F) while others operate in free flow (LOS A). There are segments of the corridor where transit vehicles traveled less than 50% of the posted speed limit. While only six intersections during each peak period operate at LOS E or F, 10 transit movements in the AM peak hour and 14 transit movements in the PM peak hour operate at LOS E or F.

2. **What are the existing number of lanes (in one direction)?**
   
   The number of lanes varies between 1 and 3 with most sections having 2 and either protected left turn lanes at intersections or a continuous two-way center left turn lane.

3. **What is the existing average daily traffic?**
   
   AADT ranges along the corridor from approximately 5,000 to 50,000. Overall the corridors are urban arterials which serve as primary routes for both transit and general purpose traffic.

4. **What is the existing average speed?**
   
   Posted speed limits vary on the corridor from 25 mph to 45 mph.

5. **What are the ITS improvements being provided?**
   
   The primary ITS improvements are modifications to existing transit signal priority (TSP) including application of next generation TSP, transit queue jumps, transit only turning movements and related fiber signal interconnection to support TSP. In addition to supporting TSP, the fiber interconnection can also support improved corridor communication between its signal controllers allowing for better management of the corridor which will improve vehicular flow and reduce delay.

6. **How many intersections are being improved?**
   
   Most signalized intersections within the corridor have been identified for transit preferential treatments, with a majority identified to include TSP. Within the City of Renton, 7 intersections have been identified to include TSP which does not include the existing 10 intersections along the portion of the RapidRide I Line alignment that have current TSP through the

Traffic study, which included existing data collection supplemented with information from the PSRC and King County Metro demand models.
RapidRide F Line and other major transit corridors.

7. **What is the length of the project?**
   ITS investments will be made at key locations along this corridor in Renton, a 6 mile corridor segment. The overall length of this corridor is approximately 17 miles.

8. **What is the percentage of freight truck traffic in the project area?**
   Portions of the I-line corridor are designated as a T-2 and T-3 routes.

9. **What is the expected improvement to level of service?**
   Significant LOS improvement are expected at locations where the LOS is improved from LOS E or F to LOS D or better.

10. **What is the expected improvement to average speed?**
    In 2040, the RapidRide I Line project is anticipated to improve transit travel time from Renton to Auburn by 5 minutes in the AM peak and by 19 minutes in the PM peak. From Auburn to Renton, there is an estimated transit travel time savings of 8 minutes in the AM peak and 5.5 minutes in the PM peak.

11. **What is the expected improvement to average vehicle delay?**
    This project's targeted improvements within Renton will reduce each I Line trip by approximately 5-19 minutes, depending on direction of travel, reduce delay for all riders. The enhanced reliability, extended hours and increased frequency of RapidRide BRT service will also benefit residents and visitors, allowing them to make daily trips as a real alternative to using a private vehicle.

12. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    Traffic study, which included existing data collection supplemented with information from the PSRC and King County Metro demand models.

**Criteria: Project Readiness and Financial Plan**

1. **What is the PSRC funding source being requested?**
   CMAQ

2. **Has this project received PSRC funds previously?**
   Yes

3. **If yes, please provide the project’s PSRC TIP ID**
   MET-208

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<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
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**Total Request:** $6,000,000.00

**Total Estimated Project Cost and Schedule**

**PE**

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**Total Estimated Project Cost:** $2,666,846.00

**Expected year of completion for this phase:** 2020

**ROW**

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**Total Estimated ROW Cost:** $666,712.00
Expected year of completion for this phase: 2021

Construction

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Expected year of completion for this phase: 2023

Summary

1. Estimated project completion date
   9/2024
2. Total project cost
   $21,334,771.00

Funding Documentation

1. Documents
   Attachment_C.pdf
2. Please enter your description of your financial documentation in the text box below.
   Reasonably expected local match funds will be included as part of the 2023-2024 King County budget. The 2023-2024 budget will be developed in the spring/summer of 2022 and is scheduled for adoption in the fall of 2022.

To secure an appropriation in the 2023-2024 budget, King County Metro will include a budget request for the RapidRide I Line project. Metro management will approve the program budget request and transmit it to the County Executive’s Office by July 1, 2022. The capital and operating budget requests will be reviewed, finalized and sent to the King County Council on September 24, 2022. The Council should adopt the final budget by mid-November 2022.

Metro Transit’s Adopted 2019-2020 Capital Budget and Capital Improvement Program (CIP) includes project #1134237. The TDC I LINE - 169/180 RR (TDC AUBURN TC RENTON TC RR) projects identifies approximately $40 million for the 2023-24 biennium to support the RapidRide I Line project, including this speed and reliability project. Please see Attachment C.

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   No
2. What is the actual or estimated start date for preliminary engineering/design?
   7/2019
3. Is preliminary engineering complete?
   No
4. What was the date of completion (month and year)?
   N/A
5. Have preliminary plans been submitted to WSDOT for approval?
   No
6. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
   N/A
7. When are preliminary plans expected to be complete?
   12/2021

Project Readiness: NEPA
1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)

2. **Has the NEPA documentation been approved?**
   No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   7/2020

**Project Readiness: Right of Way**

1. **Will Right of Way be required for this project?**
   Yes

2. **What is the actual or estimated start date for right of way?**
   7/2019

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   12/2021

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   Property acquisitions will be needed for passenger facilities improvements, sidewalk improvements and for the addition of BAT Lanes. The project will be acquiring in fee and/or permanent easements, as well as temporary construction easements. No permits will be used for right of way

5. **What is the zoning in the project area?**
   The zoning in the project area includes various types of residential, commercial, office and industrial zones along its 17 mile length.

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   The RapidRide I Line project schedule reflects the possibility of future property condemnation and the actions required to pursue condemnation.

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   Yes

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   - ROW plans approved (stamped): These plans are currently in development and will be complete concurrent with 60% design -12/20
   - Right of way certification: Not required for FTA-funded projects
   - Right of way acquisition: Will begin at the 60% milestone (see above) and conclude 12/2021.
   - FTA concurrence: FTA concurrence is needed when properties are valued at $500,000 or more. If needed, certification will occur prior to 12/2021.
   - Certification audit by WSDOT ROW analyst: Not required for FTA-funded projects.

**Project Readiness: Construction**

1. **Are funds being requested for construction?**
   Yes

2. **Do you have an engineer's estimate?**
   No

3. **Engineers estimate document**
   N/A

4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   The project requires compliance with the National Environmental Policy Act and State
Environmental Policy Act. A NEPA DCE and a SEPA Checklist will be completed for the project.

Other anticipated environmental permits include:
- King County: critical areas alteration exception
- City of Renton: critical areas exemption
- City of Kent: critical areas reasonable use and variance
- City of Auburn: critical areas reasonable use exception

No in-water or over-water work is proposed; therefore, no other state or federal permits are anticipated. The current schedule for obtaining environmental permits is summer 2021.

5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   No

6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   9/2021

7. **When is the project scheduled to go to ad (month and year)?**
   10/2021

**Other Considerations**

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**
   N/A

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**
   N/A

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**
   N/A

4. **Final documents**
   Attachment_D.pdf, Attachment_B.pdf
Area 1: Corridor Treatment

Legend
- I Line Alignment
- Existing BAT Lane
- Speed & Reliability Improvement Area
- Transit Facilities
- RapidRide Station
- Other Transit Facilities
  - RapidRide F Line
  - Existing KCM Bus Route
- Bike Improvements
  - Existing Bike Infrastructure
  - Proposed Bike Infrastructure

Source: King County
Area 2: Corridor Treatment
Area 3: Corridor Treatment
Area 4: Corridor Treatment
Rob Gannon, General Manager  
King County Metro  
King Street Center, KSC-TR-0415  
201 S. Jackson Street  
Seattle, WA 98104-3836

RE: Support for King County Metro Transit’s application to the 2020 PSRC Regional FHWA Competition Program for the RapidRide I Line Speed and Reliability Improvements project

March 18, 2020

Dear Mr. Gannon:

On behalf of the City of Kent, I am writing to express our support for King County Metro Transit’s application to the 2020 PSRC Regional FHWA Competition Program for the RapidRide I Line Speed and Reliability Improvements project.

This project will improve signal timing and signal synchronization, install transit signal priority and improve or modify intersections. This project is forecast to reduce travel time by between 5 and 19 minutes per trip on the corridor, with over 20% travel time savings in the PM peak, provide improved access to centers for historically transit dependent populations, improve access to approximately 138,000 jobs from all sectors, with approximately 20,000 of those jobs located in regional growth centers, and increased ridership of between 4,000 and 6,000 new daily riders.

By providing improved transit speed and reliability the project will help support existing and planned development densities within the Kent Regional Growth Center by encouraging more efficient use of limited transportation resources and capacity within the centers and on the corridors connecting to these centers.

The project is consistent and supportive of the City’s Comprehensive Plan. It is also an important element of broader countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns through transit investment.

We encourage the consideration and selection of this project for funding.

Sincerely,

Dana Ralph  
Mayor

cc: Hannah McIntosh, RapidRide Program Director, King County Metro and Eric Irelan, King County Grants Administrator
March 11, 2020

Rob Gannon, General Manager  
King County Metro Transit  
201 South Jackson Street, KSC-TR-0415  
Seattle, Washington 98104

Dear Mr. Gannon:

On behalf of the City of Renton, I am writing to express our support to the King County Metro Transit's application to the 2020 PSRC Regional FHWA Competition Program for the RapidRide I Line Speed and Reliability Improvements project.

This project will improve signal timing and signal synchronization, install transit signal priority and improve or modify intersections. This project is forecast to reduce travel time by between five and nineteen minutes per trip on the corridor, with over 20% travel timesavings in the PM peak, and provide improved access to centers for historically transit dependent populations. Other benefits include improved access to approximately 138,000 jobs from all sectors, with approximately 20,000 of those jobs located in regional growth centers, and increased ridership—between 4,000 and 6,000 new daily riders. This project will also encourage a more efficient use of limited transportation resources and capacity within the centers and on the corridors connecting to these centers.

The project is consistent and supportive of the City's Comprehensive Plan. It is also an important element of broader Countywide and regional policies to help meet economic and environmental goals by creating more compact and efficient land use development patterns through transit investment.

We encourage the serious consideration and selection of this project for funding.

Sincerely,

Armondo Pavone  
Mayor

AP:aa

cc: Hannah McIntosh, RapidRide Program Director, King County Metro  
    Eric Irelan, King County Grants Administrator  
    Jim Seltz, Transportation Director, City of Renton  
    Vangie Garcia, Transportation Planning and Programming Manager, City of Renton

Renton City Hall, 7th Floor  1055 South Grady Way, Renton, WA 98057 • rentonwa.gov
Capital Appropriation Proposal

TDC I LINE - 169/180 RR (TDC AUBURN TC RENTON TC RR) 1134237

Department

Transportation

Council District(s)

5, 7

Fund

3641 Public Trans Const-Unrest

Class Code

Standalone

Substantial Completion

06/30/2023

Location

Auburn to Renton Corridor

Cap Status

Approved

BUDGET (Appropriation)

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Capital Appropriation Proposal


EXPENSE

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BUDGET ANALYSIS

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<td>$0</td>
<td>$11,307,085</td>
<td>$6,295,575</td>
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NARRATIVES

1. CURRENT PROJECT SCOPE
Auburn Transit Center to Renton Transit Center RapidRide - This project will plan, design and implement the necessary infrastructure improvements to launch RapidRide service from the Auburn Transit Center to the Renton Transit Center. These infrastructure projects include passenger facilities, roadway, signal and intelligent transportation system (ITS) improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.

2. PROGRAMMATIC PROJECT DISCUSSION
N/A
3. PROJECT JUSTIFICATION
This project is part of the METRO CONNECTS RapidRide Expansion Program and will be led by King County Metro. The project will result in improved service and ridership along the corridor and support regional growth. The Renton-Kent-Auburn RapidRide Line was prioritized for implementation based on criteria developed in METRO CONNECTS, including: geographic balance, equity and social justice factors, ridership growth potential, implementation complexity, partnership opportunities and commitments, grant funding opportunities, and high capacity transit network connectivity.

4. PROJECT BENEFITS/OUTCOMES
This project will create a new RapidRide corridor. Historically RR corridors have been a successful way to increase ridership within a corridor area. Most of the previous 6 RapidRide lines have increase daily trips by more than 50% within the first few years of operations.

5. BUDGET REQUEST BASIS
Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the construction phase of project delivery. The 2019-2020 appropriation will fund planning, preliminary design and a portion of final design. Acquisition expenditures are aligned with when it would be expected that acquisition activities would take place.

6. FUNDING AND REVENUE DISCUSSION
This project is funded primarily through Metro funds. The total spending authority being request is approximately 90% of the Metro Connects cost estimate with approximately 50% of the project funds coming from assumed, yet to be identified, grants. The remaining 10% of the cost estimate assumed by Metro Connects is assumed to come from partner agency contributions and or projects carried out by partners.

7. OPERATING BUDGET AND OTHER IMPACTS
This capital project will create assets which need to be maintained along the corridor. These assets include shelters, real time information signs, trash bins and ORCA fare collection equipment.

8. PROJECT STATUS
This project is currently in the pre-planning stage, which is being conducted via program planning work as part of Project 1129747. This project is expected to be advertised for a consolidated planning and design contract in 2018.

9. ALTERNATIVES ANALYSIS
Alternative analysis is anticipated to be carried out during the pre-design phase and will include a substantial public engagement element. A preferred alignment will then be approved via the existing King County Council alignment approval process.

10. OTHER AGENCY INVOLVEMENT
This project will require involvement of other agencies where work will be conducted. As part of the Metro Connects the proposed 2025 network was discussed both regionally and local with the impacted jurisdictions. As the project enters the pre-design phase, other agency involvement will significantly increase.

11. ART ELIGIBILITY
N/A, Art eligible

12. EQUITY AND SOCIAL JUSTICE IMPACT

13. STRATEGIC CLIMATE ACTION PLAN ALIGNMENT
This project supports Metro’s climate action plan and overall reduction in emissive pollution by promoting transit along these corridors. Capital assets built and installed along the corridor will meet Metro’s green building ordinance where required/allowable.

14. OTHER CONSIDERATIONS (OPTIONAL)
## ADDITIONAL QUESTIONS FOR IT PROJECTS ONLY

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<td>18.</td>
<td>PROJECT RISKS</td>
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American Community Survey (2012-2016)—likely RapidRide I Line customers (within ¼ mile of project)—King vs. King County

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<td>People Living Below 200% of the Poverty Line</td>
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<td>People of Color</td>
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<td>38%</td>
</tr>
<tr>
<td>Limited English Proficiency</td>
<td>17%</td>
<td>10%</td>
</tr>
<tr>
<td>Persons with Disabilities</td>
<td>12%</td>
<td>10%</td>
</tr>
<tr>
<td>Children Under 18</td>
<td>25%</td>
<td>20%</td>
</tr>
<tr>
<td>Seniors (65+)</td>
<td>11%</td>
<td>12%</td>
</tr>
<tr>
<td>White (Non-Hispanic/Latino)</td>
<td>46%</td>
<td>62%</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$49,805</td>
<td>$81,680</td>
</tr>
</tbody>
</table>

Note: The King County average figures are based on estimates for all King County census tracts identified in the ACS 2012 – 2016 and LEHD 2015 datasets.