WHAT IS SOUTH KING COUNTY CORRIDOR?

The South King County Corridor is a 28-mile route that includes Route 165 (new) and Route 181. Route 181 travels between the Twin Lakes Park & Ride southeast of Federal Way, to the Federal Way Transit Center and Green River College in Auburn. Route 165 is a consolidation of routes 164 and 166, and connects the Burien Transit Center, Normandy Park commercial/residential areas, Highline College, the Kent Des Moines Park & Ride, Kent Station, and Green River College.

WHAT WILL THE FTA REGIONAL GRANT DO?

The grant funding of $3.65 million would fund the construction of transit preferential treatments on congested segments along Routes 165 (new) and 181. Transit preferential improvements identified through Metro’s Speed and Reliability Program will include but are not limited:

- Enhance existing HOV lanes or construct new bus lanes/bypass lane
- Install Signal queue jumps
- Bus bulbs
- Signal timing optimization
- Bus stop spacing management
- Passenger facilities improvements
- Transit signal priority
- Off-board fare collection at selected locations if appropriate
- Channelization improvements
- Access to bus stops and layover improvements if needed to enhance bus operations

WHAT ARE THE BENEFITS?

- Reduce congestion and improve transit service speed and reliability. These routes are among Metro’s least reliable routes in South King County and this project will improve the reliability of service in these corridors and improve travel time.
- Provide better service to designated regional and local centers. The routes provide high-frequency service to multiple regional and local centers. Metro activity centers: Des Moines Marine View Dr/S 223rd, Highline College, and Kent East Hill (104th Ave SE/SE 240th), Tukwila McBean District, and Green River Community College; and City centers including: Federal Way’s Tukwila Commercial District, Kent’s Midway Subarea and Auburn’s designated “Impression Corridors” on SE 320th St, SE 312th St, 8th St NE, M St, and 15th St SW.
- Serve areas experiencing high population and employment growth. In the cities of Burien, Normandy Park, Des Moines, Kent and Auburn, steady population and employment growth have increased demand for transit service.
- Meet the transportation needs of historically underserved communities. The corridors serve areas where needs are the greatest, identified as priority population routes in King County Metro’s Mobility Framework.
- Improve air quality and reduce greenhouse gas emissions.

BY THE NUMBERS

<table>
<thead>
<tr>
<th>People who live or work along corridor (Within half a mile) will have improved access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs are being served by the corridor (Within half a mile)</td>
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<tr>
<td>Kg of CO2 reduction annually</td>
</tr>
<tr>
<td>Regional and Local Centers connected</td>
</tr>
<tr>
<td>Minutes of trip reduction</td>
</tr>
</tbody>
</table>

140,000
61,000
38,000
8
3-5
SOUTH KING COUNTY CORRIDOR
2020 PSRC FTA REGIONAL GRANT APPLICATION PROGRAM

PROGRAM CRITERIA

Benefits to Regional Growth or Manufacturing Industrial Centers

REGIONAL CONNECTIONS – Connects five PSRC regionally designated growth centers in Kent, Burien, Auburn, and Federal Way, and the Kent MIC. Route 165/181 service will also provide transfer connections along the corridor at four transit centers to other frequent and high capacity transit (HCT) services traveling to regional growth centers in Seattle, Renton, Bellevue, Kirkland, Bothell, Everett, SeaTac and Tukwila.

ECONOMIC GROWTH – Encourages growth by helping people easily and reliably get to and from the 61,000 jobs in the area served by the corridor and other major destinations such as Green River and Highline Colleges, Boeing worksites, hospitals and medical campuses.

ACTIVE TRANSPORTATION – Improves public health by building infrastructure that will make it easier for people to walk or ride their bikes to and from the bus, and it will help connect people to regional trails such as the Interurban Trail and the Green River Trail.

ACCESS – Improves access to jobs, community services, educational opportunities and more for people who are historically transit-dependent.

System Continuity/Long Term Benefits and Sustainability

RIDERSHIP – The South King County Corridor will add about 170 new weekday riders, or 43,400 annual riders, as area residents view it as an attractive alternative to driving alone.

TRAVEL TIME – Riders will save between 3-5 minutes per trip, a 5-10% reduction in peak hour travel times.

TRANSIT CONNECTIONS – High frequency transit service along the corridors provides access to many regional and local centers outside the immediate service area by connecting transfers through the Twin Lakes Park-and-Ride, Federal Way Transit Center, Auburn Transit Center, Kent Station, South Sounder (Kent and Auburn Stations) and the future Federal Way Link extension (Kent/Des Moines Station and Federal Way Transit Center Station). The corridors also intersect with existing RapidRide Lines A and F.

Air Quality and Climate Change

AIR QUALITY – Increasing ridership will take single-occupant vehicles off congested roads and highways and decrease greenhouse gas emissions and other air pollution.

VMT AND FUEL USE REDUCTION – The project will save approximately 7,000 gallons of fuel per year from the traffic operations improvements and decrease in single-occupant vehicles as people switch to transit.

TOTAL PSRC FUNDING REQUEST: $3,650,000.00