

**SLI 062-1-A-1**

**Prepared by SDOT, Transit & Mobility Division**

**June 29, 2018**

During the 2018 Budget Process, a Statement of Legislative Intent was issued by the City Council requesting SDOT to “provide a report on federal funding opportunities and present options for delivering the seven BRT Corridor projects. Options should include revising project delivery schedules, reducing scope across projects, or prioritizing corridors for available funding. Options should include transit integration needs, such as opening Sound Transit light rail stations and King County Metro restructuring.”

This memo provides a response to this SLI with current information as of the July 1, 2018 deadline. This program is currently under review as part of SDOT’s Levy assessment, discussed in more detail below. The program approach and specific corridor recommendations may change based on continued discussions with the Transit Advisory Board and the Levy Oversight Committee. In some cases, all the SLI questions cannot be fully addressed until the Levy assessment and further corridor work is complete.

**Levy Transit Plus Multimodal Corridors Program**

The Transit Plus Multimodal Corridors Program is contained within the Congestion Relief category of the Levy to Move Seattle. The final adopted Levy language (CB 118402 Attachment A) for these corridors reads: “Complete 7 transit plus multimodal corridor project, redesigning major streets with more frequent and reliable buses, upgraded paving, signals and other improvements to improve connectivity and safety for all travelers, whether walking, biking, driving, or taking transit.”

The budget for this program was \$254M, with Move Seattle Levy funds providing \$63M and \$191M assumed in federal Small Starts grant leverage. The \$254M budget was based on the cost estimates and scope descriptions in the Move Seattle 10-year Strategic Plan.

**2015 Levy Funding Plan**

Fund source	Original
Levy	\$63
Local	\$0M
Leverage	\$191M
Total	\$254M

**2018 Funding Update (Levy Assessment)**

Fund source	Update**	Status
Levy	\$63M	Secured
Local	\$4M	Secured
Leverage	\$29M	Secured
	\$88M	Likely
	\$48-87M	Identified
Total***	\$96-272M*	

\*Dependent on leverage likely and identified

\*\*Rounded to nearest million

\*\*\*Does not include secured or potential Metro funding

### Funding Status Definitions:

- Secured: Levy funds and other leverage that has been awarded to SDOT for a specific project.
- Likely leverage: Funding which is not secured through a grant award or signed project agreement, but SDOT currently anticipates a high likelihood of securing these funds.
- Identified leverage: Grant opportunities identified for specific projects in current or future federal, state or regional competitions. The outcomes of these competitions are not yet known and funding has not been awarded to a project.

### **Levy Assessment**

As part of SDOT's larger Levy assessment, this program has been reviewed to assess corridor needs, opportunities, priorities, and community expectations. This review took into consideration the assessment options identified in the SLI 062-1-A-1. Key findings of the assessment for this sub-program include:

- SDOT can meet Levy transit plus multimodal commitments by investing secured funds in high priority transit and safety needs. This includes implementing a variety of roadway and operational treatments to reduce transit travel times, improve reliability and enhance safety.
- A Metro partnership is needed to deliver RapidRide investments. Metro is currently defining funding, timeline, and phasing for delivering the countywide METRO CONNECTS RapidRide Program.
- Securing leverage is taking longer than expected (See Attachment 1 Draft Levy Assessment Revised Program Timeline).

SDOT has proposed the following approach to advance the program:

- Continue to focus on making transit plus multimodal investments on all seven corridors (do not consolidate funds to fewer corridors) with secured funds and pursue additional identified funding opportunities.
- Pursue RapidRide delivery with Metro, as possible based on Metro's RapidRide program delivery schedule (currently under development) SDOT transit plus multimodal investments may be phased ahead of RapidRide delivery to ensure delivery of Levy investments by 2024.
- Advance each project through a corridor-development process to determine scope and timeline, with check-ins with the Transit Advisory Board and Levy Oversight Committee at the 10% and 30% design milestones. At the 30% design milestone, define the scope to be delivered with secured funds. The corridor development process includes a scaling or phasing assessment to identify scope to fit within available funds. (See Attachment 2 for a process diagram providing additional information.)

The program and proposed approach are currently under review by the Transit Advisory Board and Levy Oversight Committee and may change based on continued discussions.

### **Federal Funding Status**

SDOT has submitted applications for two of the seven corridors, Madison and Roosevelt, for Federal Transit Administration (FTA) Small Starts grants. Both projects were rated "High," the highest possible

rating available within the program. However, securing Small Starts funds is taking longer than SDOT anticipated due to delays in the federal budget process, adding an estimated 1-2 years to the project timeline to secure these funds.

In FY18/19, Congress funded the Capital Improvement Grant (CIG) program which includes Small Starts at a level that appears sufficient to fund the Madison and Roosevelt projects. CIG funding is discretionary with funding allocation guided by rated application based on specific justification criteria. It appears the current administration is using more discretion and relying less on project ranking to distribute funds, although a successful project rating and demonstration of readiness are required to receive a grant.

SDOT is awaiting the outcome of the appropriations process to have a more definitive status update. In the meantime, SDOT is working with the FTA to advance the projects through the Small Starts Project Development process.

SDOT is also actively seeking federal funds through numerous countywide and regional grant competitions. The full results of these competitions are not yet known. All identified current and future grant opportunities for the program are shown corridor-by-corridor in the tables below.

**Corridor Review and Recommendations**

As part of the Levy assessment and based on the specific considerations specified in SLI 062-1-A-1, SDOT has developed the following corridor specific recommendations.

**Madison**

Levy Budget: \$100M\*

Current 2018 CIP Budget: \$121M\*

Identified Funding: \$22M\* (Secured) - \$118M\* (Secured, Likely, Unsecured)

Fund Type	Amount	Status	Source
Levy	\$15M	Secured	Levy
Local	\$2.3M	Secured	Other Local
Partnership	\$28.5M	Likely	Sound Transit
Leverage	\$4.9M	Secured	Federal - CMAQ
	\$59.9M	Likely	Federal - Small Starts
	\$7.1M	Unsecured	Federal - CMAQ

*\*Rounded to the nearest million*

In addition to the funding above, SDOT has a signed agreement with King County Metro to contribute \$4.4M for project fleet.

SDOT recommends continuing to pursue Small Starts funding, which would result in delaying the project completion. SDOT has requested \$60M in federal Small Starts in FY18. The project has been rated “High” and securing these funds allows for a much higher level of investment to benefit all modes along the corridor. This project is also not easily scaled or phased. Due to the process of securing Small Starts funding, SDOT estimates the completion of this project would be delayed until at least 2021.

## Delridge

Levy Budget: \$42M\*

Current Budget: \$47M\*

Identified Funding: \$20M\* (Secured)

Fund Type	Amount	Status	Source
Levy	\$9.5M	Secured	Levy
Partnership	-	-	-
Leverage	\$10M	Secured	Regional - RMG

*\*Rounded to the nearest million*

Delridge is being advanced as a partnership with Metro to deliver the corridor and service upgrades as the RapidRide H Line. SDOT has secured a \$10M grant from the State and is developing a funding and delivery agreement with Metro. The Delridge funding plan does not include federal funding. In response to the Council proviso on Delridge (GS 49-1-A-1-2018), SDOT is scheduled to present a 10% project update in July 2018 at the Sustainability & Transportation Committee recommending advancing design to 30% to provide a more detailed cost estimate and allow time to finalize a partnership agreement with Metro. Additional paving needs beyond the project budget have been identified and will be assessed as part of reviewing the Levy paving program. SDOT's secured \$10M grant funds require the project to reach a 90% milestone by June 2019. The current opening date is 2021.

## Roosevelt

Levy Budget: \$26M\*

Current 2018 CIP Budget: \$34M\*\*

Identified Funding: \$10M\* (Secured) - \$59M\* (Secured, Unsecured)

Fund Type	Amount	Status	Source
Levy	\$8.5M	Secured	Levy
Local	\$1.7M	Secured	Other Local
Partnership	-	-	-
Leverage	\$39M	Unsecured	Federal - Small Start
	\$4M	Unsecured	Federal - CMAQ/STP
	\$6M	Unsecured	Regional - RMG

*\*Rounded to the nearest million*

*\*\* Rounded to the nearest million.*

SDOT recommends continuing to pursue Small Starts funding and delaying the project to align with this funding. SDOT has requested \$38.6M in federal Small Starts in FY19. The project has been rated "High" and securing Small Starts allows for a much higher level of investment to benefit all modes along the corridor. SDOT is also seeking additional funds via regional competitions and advancing conversations with King County Metro to complete a funding plan for the project.

SDOT estimates this project would be delayed until at least 2023. This project had been targeted for opening in fall 2021 to align with the North LINK opening (which is now anticipated to be earlier in

2021). SDOT will work with Metro and the community as part of LINK restructure to ensure coverage and access from Roosevelt and the University District to South Lake Union within this restructure.

As part of the 2019 CIP update, SDOT anticipates requesting revising the project budget to align with the scope in the Council adopted Locally Preferred Alternative (Resolution 31761) from July 2017 and Small Starts project materials.

## Rainier

Levy Budget: \$17M\*

Current 2018 CIP Budget: \$24M\*

Identified Funding: \$12M (Secured) – \$19M (Secured, Unsecured)\*

Fund Type	Amount	Status	Source
Levy	\$8.5M	Secured	Levy
Partnership	-	-	-
Leverage	\$3M	Secured	Federal - 5307
	\$3M	Unsecured	Federal - 5307
	\$4M	Unsecured	Federal - CMAQ

\*Rounded to the nearest million

This corridor had been identified as one of four potential corridors within the program that would be competitive for Small Starts funds. Based on the uncertainty and delay in the federal Small Starts program, the desire to open this line no later than 2023 to align with East Link opening, and the opportunity to coordinate near-term improvements with multiple other Levy program investments along the corridor, SDOT does not recommend advancing this project into the Small Starts process. SDOT is currently pursuing grant funds through regional competitions and assessing partnership opportunities with King County Metro.

As part of the corridor development process, SDOT will identify a scope that fits within the identified funding range and that can be scaled or phased to advance to 30% design. At the 30% design milestone, the final scope to be delivered with secured funding will be determined.

## Market

Levy Budget: \$34M\*

Current 2018 CIP Budget: \$37M\*

Identified Funding: \$13M\* (Secured) - \$19M\* (Secured, Unsecured)

Fund Type	Amount	Status	Source
Levy	\$9.5	Secured	Levy
	\$.8M	Secured	Levy - Transfer
Partnership	-	-	-
Leverage	\$2.5M	Secured	State - Connecting WA
	\$6.0M	Unsecured	Regional - RMG

\*Rounded to the nearest million

The Market funding plan does not include federal funding. SDOT intends to begin planning for this corridor in fall 2018. Past studies have identified high-priority transit investments and design work on some concepts has advanced. This corridor also connects directly with the LINK opening in 2021. SDOT recommends advancing planning to evaluate accelerating investments with Levy and other secured funds to provide improved connections to LINK opening by 2021.

As part of the corridor development process, SDOT will identify a scope that fits within the identified funding range and that can be scaled or phased to advance to 30% design. At the 30% design milestone, the final scope to be delivered with secured funding will be determined.

## Fremont

Levy Budget: \$35M\*

Current 2018 CIP Budget: \$38M\*

Identified Funding: \$14M (Secured) - \$24M (Secured, Unsecured)

Fund Type	Amount	Status	Source
Levy	\$9.5M	Secured	Levy
	\$1.0M	Secured	Levy - Transfer
Partnership	-	-	-
Leverage	\$3.4M	Secured	State - Connecting WA
	\$4M	Unsecured	Federal - CMAQ
	\$2M	Unsecured	Federal - 5307
	\$4M	Unsecured	Regional - RMG

*\*Rounded to the nearest million*

This corridor had been identified as one of four potential corridors within the program that would be competitive for Small Starts funds. Given the uncertainty and longer timelines associated with Small Starts, SDOT does not recommend advancing this corridor into Small Starts, as it may jeopardize the ability to make Levy investments within the Levy timeframe.

As part of the corridor development process, SDOT will identify a scope that fits within the identified funding range and that can be scaled or phased to advance to 30% design. At the 30% design milestone, the final scope to be delivered with secured funding will be determined.

## 23<sup>rd</sup> Ave BRT

Levy Budget: \$0M\*\*

Current 2018 CIP Budget: \$0M\*

Identified Funding: \$8M\* (Unsecured)

Fund Type	Amount	Status	Source
Levy	-	-	-
Partnership	-	-	-
	\$4M	Unsecured	Regional - RMG
	\$4M	Unsecured	Federal - CMAQ

*\*Rounded to the nearest million*

*\*\*Does not include budget of Route 48 electrification or 23rd Ave Phase 1, 2 and 3. Rounded to the nearest million.*

**23<sup>rd</sup> Ave BRT:** While 23<sup>rd</sup> Ave BRT has no specified budget or Levy funding, SDOT is making transit plus multimodal investments with Levy and grant funds through the 23<sup>rd</sup> Avenue Corridor Project (\$26M) and Route 48 Electrification project (\$7M). SDOT will also continue to work internally to coordinate transit plus multimodal improvements via other Levy projects. Finally, SDOT has identified potential future grant opportunities that would provide funding for additional transit investments to improve operations of current service and benefit a future 23<sup>rd</sup> Ave BRT service along the corridor.