



MEMORANDUM

Date: March 31, 2019
To: Councilmember Mike O'Brien, Councilmember Rob Johnson; Monica Simmons, Clerk of the City of Seattle
From: Maria Koengeter, Transit Strategic Advisor; and Bill LaBorde, Acting Council Liaison, SDOT
Subject: **Response to Statement of Legislative Intent (SLI) 35-4-A-1-2019, RapidRide Corridors**

The following memo responds to SLI 35-4-A-1-2019, requesting that SDOT provide a report detailing:

- (a) the transit speed and reliability investments on all future RapidRide corridors and in downtown Seattle that are proposed to be funded by SDOT over the next five years; and
- (b) any funding gaps for proposed transit speed and reliability improvements on these RapidRide corridors and in downtown Seattle.

Council requests that the report include an explanation of how SDOT intends to coordinate with King County Metro (Metro) on implementation of RapidRide service to ensure that City funding builds upon, and does not supplant, Metro funding.

Council requests that SDOT report to the Sustainability and Transportation Committee and the Central Staff Director by March 31, 2019.

SLI response:

The November 2018 [Levy to Move Seattle Workplan Report](#) provides the budgets, funding plans, scopes, and timelines for the seven Transit-Plus Multimodal Corridor projects included in the Levy to Move Seattle. It also describes which projects will be delivered with King County Metro as integrated RapidRide lines. The project summaries from that report are attached to this SLI response.

RapidRide Lines

SDOT is partnering with Metro to deliver the Madison BRT (RapidRide G Line), Delridge Way SW (RapidRide H Line), and RapidRide Roosevelt projects as joint projects with integrated design, delivery, and communications. Metro is a funding partner for each of these projects. These projects were developed over many years as integrated RapidRide projects. This required extensive coordination with Metro to align capital plans, funding (both local and grant funds), agency delivery capacity, service hours, and fleet. Based on review and input from the Levy Oversight Committee in 2018 as part of the Levy assessment, these three projects were recommended to continue to be advanced as integrated RapidRide and Transit-Plus Multimodal projects.

Of these three projects, the Madison BRT Project is the only project with improvements proposed downtown. The project will make transit lane and station improvements on Madison and Spring Streets between 1st and 6th Avenues, and on 1st Avenue between Madison and Spring Streets.

Transit-Plus Multimodal Projects

For the four Transit-Plus Multimodal Corridor Projects (Rainier, Market, Fremont and 23rd Ave BRT), SDOT will make transit speed and reliability improvements with safety and access to transit improvements with Levy funds and any additional partner funding that can be secured. These improvements, which may include bus lanes, transit priority signals, upgrades to bus zones, and facilities to improve access to transit, will provide benefits within the Levy timeframe to the thousands of riders and travelers currently utilizing these corridors.

Additionally, SDOT is making transit spot improvements throughout the city using Transit Corridors Levy funding and Seattle Transit Benefit District funding.

Coordination of SDOT and Metro investments

Metro's budget includes funding for RapidRide Rainier in 2024. In 2018, while the revised Levy workplan was under development, Metro's budget was not final, and there was uncertainty about available funding. The Rainier project was very early in the planning phase and had been identified as a candidate project for significant federal funding, increasing timeline uncertainty and risk for the project. Input from the Transit Advisory Board and the Levy Oversight Committee recommended prioritizing delivering improvements earlier in the Levy and emphasized aligning with other Levy programs to maximize benefits. On the Rainier corridor, there are multiple other Levy investments identified, including Vision Zero projects, pedestrian and bikeway improvements, and funding for the Accessible Mount Baker project. In addition, Seattle Transit Benefit District funds are being invested in capital improvements in the Rainier corridor in 2020. Therefore, SDOT committed to make Levy Transit-Plus Multimodal improvements on the Rainier corridor by 2022 to deliver benefits to the community at an earlier date, maintain more control over scope and timeline, and maximize coordination opportunities with other Levy projects. Ongoing coordination is underway with Metro to ensure SDOT investments will be forward compatible with Metro's RapidRide line.

The Market, Fremont, and 23rd Avenue corridors continue to be included in Metro's long-range plan as RapidRide corridors and will be programmed for additional investment by Metro as part of future phases of their RapidRide Expansion Program. SDOT will develop Transit-Plus Multimodal investments to be forward compatible with future Metro investments.

Attachments:

2018 Levy workplan, pages 30-44

Transit-Plus Multimodal Corridors Map (January 2019)

King County Metro RapidRide Expansion Program Update