

PSRC's 2014 Regional FHWA Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

Transit Speed and Reliability Corridor Improvements

Transportation 2040 ID#

N/A

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

King County

Co-Sponsoring Agency

CA Status

- Yes
 No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Peter Heffernan

Project Contact Phone

(206) 477-3814

Project Contact Email

peter.heffernan@kingcounty.gov

Project Scope

The Transit Speed and Reliability Corridor Improvements project will improve the bus speed and reliability on corridors connecting ten regionally designated growth and manufacturing centers located in King County, thereby increasing access and mobility for roughly 344,000 employees and 80,000 residents of those centers. This project will accomplish this by implementing a program of transit preferential improvements on three priority transit corridors that have frequent transit service in several cities (Bellevue, Kirkland, Redmond, Seattle, Tukwila and Kent) in King County. The project will enhance the performance of high ridership routes 8, 150 and 245 and as well as additional routes traveling portions of the same corridors, including Route 265 between First Hill in Seattle and Overlake, 271 between the University District and Issaquah Transit Center and the RapidRide B-line between Bellevue and Redmond. Transit preferential improvements will include but are not limited to traffic signal re-timing, traffic signal modification, signal synchronization, modifications to existing transit signal priority (TSP) installations, new bus lanes, channelization improvements, upgraded bus stop amenities and improved bus stop spacing.

With the implementation of these improvements, the routes traveling these corridors will save between three and nine minutes per trip, a travel time savings of 8-22%. Ridership is expected to increase by 2-3% (based on industry experience with similar travel time savings), adding approximately 630 new riders per day, or roughly 190,000 per year. The combination of travel time savings and ridership increase on the three main routes serving these corridors, Routes 8, 150 and 245, along with improvements to general purpose traffic flow is projected to save approximately 68,000 kg of CO per year. The project will save approximately 950,000 gallons of fuel per year from the traffic operations improvements and decrease in single-occupant vehicles as people switch to transit. Additional benefits would be realized by other routes serving portions of the same corridors. Average daily traffic (ADT) volumes on these corridors range from 10,000 vehicles in downtown Kirkland to 30,000 vehicles on Denny Way in Seattle to 100,000 vehicles on West Valley Highway (SR 181) in Kent.

Project Purpose

King County Metro's goal is to provide high quality, reliable and efficient transit service to the residents, employees and employers in King County. Transit industry research and King County Metro's surveys and experience have shown that improved speed and reliability lead to increased ridership. To help accomplish its goal, King County Metro's Speed and Reliability program identifies and prioritizes projects to improve transit performance. The program focuses on working with our partner cities to increase the operating efficiency of existing bus service by improving transit speed and reliability in highly congested corridor.

This project will improve transit performance and quality of service in several areas of the County by implementing transit preferential treatments in three transit corridors identified as priorities by the Speed and Reliability program. The existing congestion on these corridors reduces reliability and increases travel times for bus service. These three priority transit corridors provide connections to and between 10 designated regional centers, serving major employment sites and providing connections to other medium and high capacity transit service such as Link light rail, Sounder commuter rail and bus rapid transit (RapidRide).

These three corridors were identified as priorities for speed and reliability investments based on existing ridership, travel time variability, schedule reliability, social equity and connections to and between centers. These corridors each have frequent, high ridership services that have been identified in Metro's Service Guidelines Report as investment priorities because of reliability problems. Reliability on the three main routes serving these corridors (Routes 8, 150 and 245) is especially poor in the evening peak commute time, when on-time performance ranges between 55-70%. King County Metro's systemwide goal for on-time performance is 80 percent. The three main routes serving these corridors carry more than 21,000 riders each weekday, and more than 6.5 million riders per year. Ridership continues to grow on these routes as well. These routes provide all-day, two-way service, with frequencies ranging from 10-15 minutes in the peak, 15 minutes all-day and 15-30 minutes in the evening and weekends.

By implementing transit preferential treatments, this project will improve the reliability of service in each of the three corridors by approximately 8-22%, removing or reducing travel time barriers and saving 3 to 9 minutes per trip (325,000 to 975,000 passenger hours per year). The three corridors that will be improved as part of this project are:

- Route 8, one of Metro's least reliable routes, which provides service to 4 major regional growth centers in Seattle – Seattle Uptown, South Lake Union, Seattle CBD and First Hill/Capitol Hill. The Route 8 provides a critical east-west connection and will provide a connection to the regional light rail system at the future Capital Hill station.
- Route 150, which provides connections between the regional and manufacturing/industrial centers located in Kent, Tukwila, and Seattle business district, as well as connections to bus rapid transit (RapidRide F-line) and the soon-to-be improved transit center at Southcenter Mall.
- Route 245, which provides connections within East King County (Kirkland to Bellevue), providing more reliable connections to the Overlake Regional Growth Center as well as major employment sites at Factoria and Eastgate.

Transit preferential improvements will include but are not limited to traffic signal re-timing, traffic signal modification and signal synchronization, bus lanes or HOV lane and other channelization improvements, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

Project Location

Bellevue, Kirkland, Redmond, Seattle, Tukwila, Kent

Please identify the county(s) the project is located in. Check all that apply.

- King County
- Kitsap County
- Pierce County
- Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

Various locations

Crossroad/landmark nearest to the end of the project:

Various locations

Please identify the center(s)

The project supports 10 Regional Growth and Manufacturing/Industrial Centers. It supports the Regional Growth Centers of Kent, Redmond-Overlake, Seattle Downtown, Seattle First Hill/Capitol Hill, Seattle South Lake Union, Seattle Uptown and Tukwila; and the Manufacturing/Industrial Centers of Duwamish, Kent MIC and North Tukwila MIC.

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP.

Is the project specifically identified in a local comprehensive plan?

- Yes
- No

Is the project specifically identified in a local comprehensive plan?

The project is included in the King County Metro adopted Six-Year Budget which is included in the 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 per Comprehensive Plan policy T-101 (See related policies listed below). Additionally, the project is consistent with both the findings and recommendations of local plans, including the Seattle Transit Master Plan and the Bellevue Transit Master Plan.

King County Comprehensive Plan

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)

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

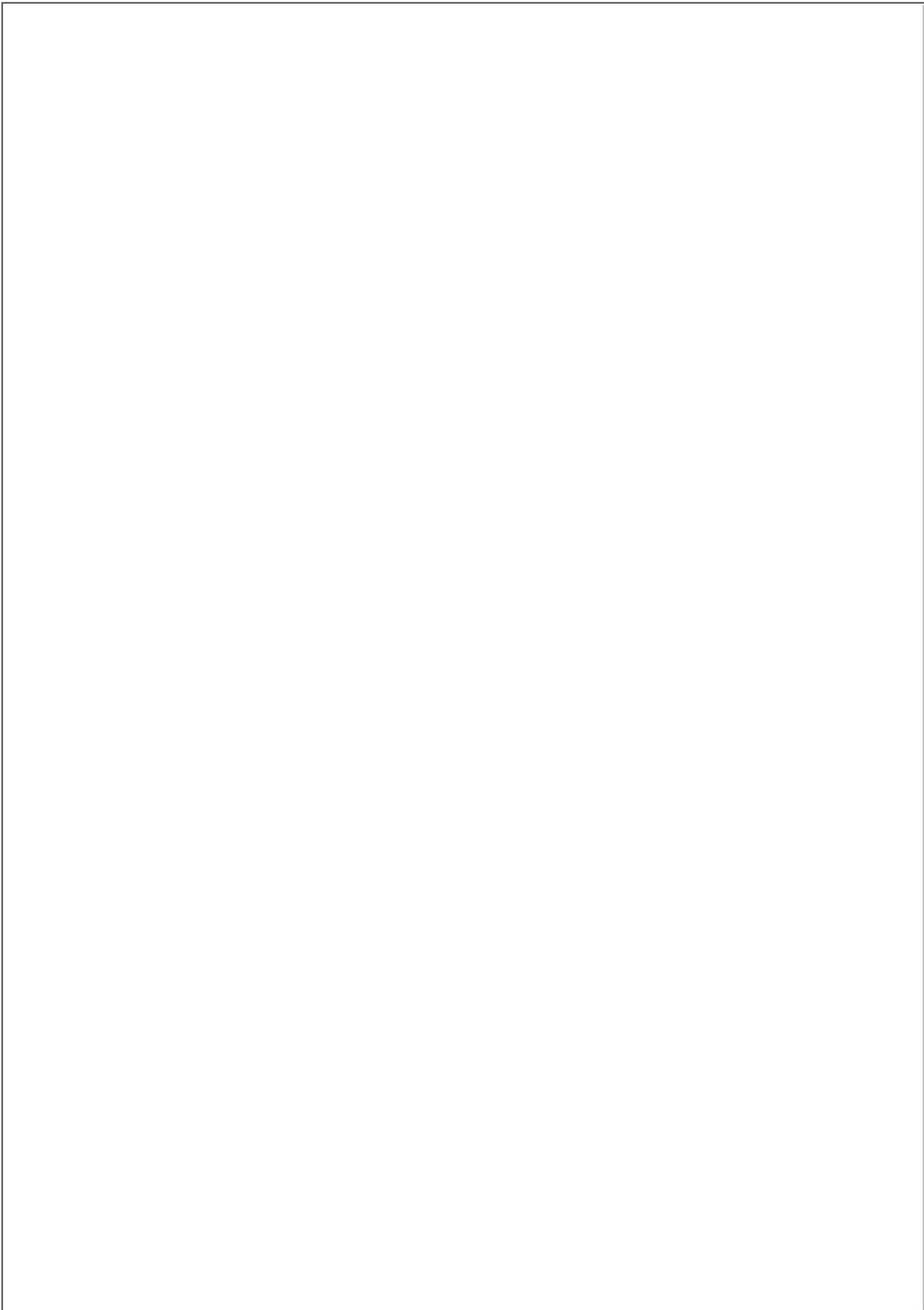
In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

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A3. Circulation Within the Regional Growth Center



B1. Development and Users Benefit

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Corridor Serving Center(s)

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C1. Benefit to Regional Growth or Manufacturing/Industrial Center

• 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 improves transit connections to and within 10 Regional Growth (RGC) and Manufacturing/Industrial Centers (MIC) in King County, thereby improving the mobility of 80,000 residents and increasing accessibility to nearly 344,000 jobs. The project improves connections to the Regional Growth Centers of Kent, Redmond-Overlake, Seattle Downtown, Seattle First Hill/Capitol Hill, Seattle South Lake Union, Seattle Uptown and Tukwila; and the Manufacturing/Industrial Centers (MIC) of Duwamish, Kent MIC and North Tukwila MIC.

The corridor improvements supporting Route 8 are completely contained within the four regional growth centers of Seattle Uptown, Seattle Downtown, Seattle South Lake Union and Seattle First Hill/Capitol Hill. These four centers combined contain almost 211,000 jobs - nearly 50% of the total jobs in the city of Seattle - and more than 74,000 people. South Lake Union in particular is a fast growing center with increasing transit demand. This project will address some major bottlenecks to transit through the area, enhancing east-west connections, as well as providing a connection to the future Link light rail station on Capitol Hill.

The Route 150 connects three manufacturing and industrial centers as well as two regional growth centers. In addition, it provides a connection to Metro's future Rapid Ride F-line, leveraging connections to Burien and Renton. The 150 also connects to Southcenter Mall providing access to goods and services, and providing travel options for employees.

The Route 245 provides connections to the Redmond-Overlake Regional Growth Center where 31% (approximately 24,000) of Redmond's jobs are located.

• 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.

The project will directly benefit transit performance on the targeted corridors, thereby increasing the attractiveness of transit in several areas of the county. Transit service also works well in concert with walking and biking, extending the reach of both people on foot and bike. Improved transit services can also support more opportunities to walk and bike. All Metro bikes are equipped with bike rack. The project will also improve general operations on the targeted corridors thereby improving general traffic flow.

• Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.

The project will benefit commuters traveling to the roughly 344,000 jobs located in multiple regional growth centers and manufacturing/industrial centers, as well as commuters to jobs in other areas along the corridors, such as Factoria and Eastgate. The centers include jobs in all the covered employment categories, with nearly 50% of the jobs in the service sector. The top three job clusters in the centers served are Information Technology (33%/ 46,300), Business Services (30%/~43,000) and Tourism (24%/~35,000). The transit service improvements will also improve the mobility of the 80,000 residents of the centers served as well as the additional residents along the length of the corridors. The project will benefit both low income and minority populations. Two of the corridors serve areas with higher than county average proportion of low income residents, and one corridor serves areas with a higher than county average proportion of minority populations. Service improvements will

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. 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 project helps promote Metro's commitment to improve transit speed and reliability to both improve service quality and to implement cost efficiencies. It specifically addresses three of Metro's strategies: 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. It also is an important step in implementing Metro's strategy to establish and maintain a long range transit service and capital plan, as well as to manage the transit system performance through service guidelines and performance measures.

The project also supports goals in Transportation 2040, and local city plans and policies to support and enhance efficient, effective transit service. The Cities of Seattle and Bellevue have both developed Transit Master Plans that include findings and recommended investments consistent with this project.

The project improves three corridors that were identified as speed and reliability investment priorities through an evaluation process that considered ridership, connections to centers, travel time variability, schedule reliability and social equity. The targeted corridors consistently experience reliability problems, failing to meet the systemwide performance guidelines of 80% on-time performance, and have been identified as investment priorities in Metro's annual service guidelines report. These corridors currently have frequent service and will continue to have frequent service in the future. The evaluation process to identify priority speed and reliability projects was established as part of Metro's long range planning efforts.

These investments will improve travel time by 3-9 minutes, or 8-22% with strategic investments. These cost-effective improvements will improve transit operations without the high cost of roadway widening and acquisition of additional right of way. They focus on using existing right-of-way differently through actions such as the designation of bus or HOV lanes, and applying transit preferential treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

- Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.

These investments target logical, strategic investments along corridors connecting regional growth or manufacturing/industrial centers and other areas of concentrated employment. The investments will improve travel time by 3-9 minutes, reducing travel time by 8-22%. They implement cost-effective improvements that will improve transit operations without the high cost of roadway widening and acquisition of additional right of way. They focus on using existing right-of-way differently through actions such as the designation of bus or HOV lanes, and applying transit preferential treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

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

These investments will improve travel time and reliability on corridors which provide key links to and between centers, thereby removing or reducing travel time barriers. The project will improve connections to major centers as well as other medium and high capacity transit services within the system such as bus rapid transit (Rapid Ride) and Link light rail. With increased reliability, transit will become a more attractive and viable option for more riders.

Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

The project targets strategic investments on key corridors connecting to and between centers. These investments will improve transit performance as well as general purpose traffic flow by addressing critical

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

This project will achieve air quality benefits by improving the efficiency of transit movement and general traffic flow and by drawing more riders to transit from single-occupant vehicles. This project will save approximately 68,000 kg of CO and 950,000 gallons of fuel per year due to improvements in operation of the primary routes serving the corridor (Routes 8, 150 and 245), improvements to general purpose traffic flow and due to the switch of riders from private vehicles as the improved service attracts new riders. About 630 new riders per day or 190,000 new riders per year are expected to be attracted to improved services resulting from these investments. These routes currently carry more than 21,000 each weekday, and more than 6,500,000 riders per year. They provide all-day, two-way service, with usual frequencies ranging from 10-15 minutes in the peak, 15 minutes all-day and 15-30 minutes in the evening and weekends.

Additional air quality and fuel savings benefits will be realized by other routes serving portions of the same corridors.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](#).

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- STP
- CMAQ

Phase

Preliminary Engineering Design

Obligation Year

2016

Amount Requested

2556000

Phase

Construction

Obligation Year

2017

Amount Requested

3127000

Total PSRC Funding Request

5683000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Upload (only if necessary)

--

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

Actual or estimated completion date

Right of Way Phase

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

Actual or estimated completion date

Construction Phase

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

Actual or estimated completion date

Other Phase

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

Actual or estimated completion date

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

6996000

Estimated Project Completion Date

December 2018

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7882133_PyoqQo19_KCM_Transit_Speed_and_Reliability_Corrid

Upload

Upload

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

Matching funds are reasonably assured for this project. Match will come from local King County funds in the Public Transportation Enterprise Fund – Capital Sub-fund. Biennially, the King County Council adopts a budget that includes line-item budgets for capital projects and programs. The adopted budget also includes a 6-year Capital Improvement Program that reflects anticipated out year appropriations that are funded with anticipated revenue.

King County's adopted Fund Management policies ensure that funds are available to meet commitments made by the program.

Match funding for this project comes from two programs with both current and anticipated future budget authorization: 1028830 TD Transit Priority Improvements and 1116073 TD Shelters & Lighting . The current budget was adopted by Ordinance #17476 in November 2012. Section 136 of the ordinance, along with Attachment H, show the current appropriations to the Public Transportation Program. The two projects providing match can be found on Attachment H.

If this grant is awarded, to the extent that match is not already available in these appropriations, the 2015/2016 Biennial Budget will reflect the appropriation of the required local match.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- Yes
 No

Is preliminary engineering for the project complete?

- Yes
 No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- Yes
 No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

Are there any other PE/Design milestones not listed above?

Project Readiness

What is the current level of NEPA documentation?

- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- Yes
- No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

June 2015

Project Readiness

Will right of way be required for the project?

- Yes
 No

How many parcels do you need?

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

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

- Yes
 No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

Project Readiness

Are funds being requested for construction?

- Yes
- No

Do you have an engineer's estimate?

- Yes
- No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Documented categorical exclusion (DCE), June 2015

Are Plans, Specifications & Estimates (PS&E) approved?

- Yes
- No

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

June 2016

When is the project scheduled to go to ad (month and year)?

December 2016

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

Upload

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

Start Time

Finish Time

IP

Browser

OS

Referrer

King County Transit Speed and Reliability Corridor Improvements

Additional Text

Project Purpose:

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This project will improve transit performance and quality of service in several areas of the County by implementing transit preferential treatments in three transit corridors identified as priorities by the Speed and Reliability program. The existing congestion on these corridors reduces reliability and increases travel times for bus service. These three priority transit corridors provide connections to and between 10 designated regional centers, serving major employment sites and providing connections to other medium and high capacity transit service such as Link light rail, Sounder commuter rail and bus rapid transit (RapidRide).

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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).

Seattle Transit Master Plan

Identified priority bus corridors, p 3-15 (Route 8 corridor)

Bellevue Transit Master Plan

Speed and Reliability Report – identification of Frequent Transit Network, p. 5 (Route 245)

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

- 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 improves transit connections to and within 10 Regional Growth (RGC) and Manufacturing/Industrial Centers (MIC) in King County, thereby improving the mobility of 80,000 residents and increasing accessibility to nearly 344,000 jobs. The project improves connections to the Regional Growth Centers of Kent, Redmond-Overlake, Seattle Downtown, Seattle First Hill/Capitol Hill, Seattle South Lake Union, Seattle Uptown and Tukwila; and the Manufacturing/Industrial Centers (MIC) of Duwamish, Kent MIC and North Tukwila MIC.

The corridor improvements supporting Route 8 are completely contained within the four regional growth centers of Seattle Uptown, Seattle Downtown, Seattle South Lake Union and Seattle First Hill/Capitol

Hill. These four centers combined contain almost 211,000 jobs - nearly 50% of the total jobs in the city of Seattle- and more than 74,000 people. South Lake Union in particular is a fast growing center with increasing transit demand. This project will address some major bottlenecks to transit through the area, enhancing east-west connections, as well as providing a connection to the future Link light rail station on Capitol Hill.

The Route 150 connects three manufacturing and industrial centers as well as two regional growth centers. In addition, it provides a connection to Metro's future Rapid Ride F-line, leveraging connections to Burien and Renton. The 150 also connects to Southcenter Mall providing access to goods and services, and providing travel options for employees.

The Route 245 provides connections to the Redmond-Overlake Regional Growth Center where 31% (approximately 24,000) of Redmond's jobs are located.

- 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.

The project will directly benefit transit performance on the targeted corridors, thereby increasing the attractiveness of transit in several areas of the county. Transit service also works well in concert with walking and biking, extending the reach of both people on foot and bike. Improved transit services can also support more opportunities to walk and bike. All Metro bikes are equipped with bike rack. The project will also improve general operations on the targeted corridors thereby improving general traffic flow.

- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities and/or areas experiencing high levels of unemployment or chronic underemployment.

The project will benefit commuters traveling to the roughly 344,000 jobs located in multiple regional growth centers and manufacturing/industrial centers, as well as commuters to jobs in other areas along the corridors, such as Factoria and Eastgate. The centers include jobs in all the covered employment categories, with nearly 50% of the jobs in the service sector. The top three job clusters in the centers served are Information Technology (33%/ 46,300), Business Services (30%/~43,000) and Tourism

(24%/~35,000). The transit service improvements will also improve the mobility of the 80,000 residents of the centers served as well as the additional residents along the length of the corridors. The project will benefit both low income and minority populations. Two of the corridors serve areas with higher than county average proportion of low income residents, and one corridor serves areas with a higher than county average proportion of minority populations. Service improvements will also benefit people with disabilities as all Metro buses are all equipped with wheelchair lifts.

- 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 the Regional Economic Strategy of “Ensuring residents have access to family wage jobs and employers have access to world class talent”, this project enhances transit access to jobs from all industry clusters (except aerospace). It will make it easier for people to get to work in these areas, and it will also allow jobs to be accessible by more people, ensuring a competitive pool of workers. The top three clusters served are Information Technology (33%/ 46,300), Business Services (30%/~43,000) and Tourism (24%/~35,000).

C2. System Continuity/Long-Term Benefit and Sustainability

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and TSM opportunities. 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 project helps promote Metro’s commitment to improve transit speed and reliability to both improve service quality and to implement cost efficiencies. It specifically addresses three of Metro’s strategies: 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. It also is an important step in implementing Metro’s strategy to establish and maintain a long range transit service and capital plan, as well as to manage the transit system performance through service guidelines and performance measures.

The project also supports goals in Transportation 2040, and local city plans and policies to support and enhance efficient, effective transit service. The Cities of Seattle and Bellevue have both developed Transit Master Plans that include findings and recommended investments consistent with this project.

The project improves three corridors that were identified as speed and reliability investment priorities through an evaluation process that considered ridership, connections to centers, travel time variability, schedule reliability and social equity. The targeted corridors consistently experience reliability problems, failing to meet the systemwide performance guidelines of 80% on-time performance, and have been identified as investment priorities in Metro's annual service guidelines report. These corridors currently have frequent service and will continue to have frequent service in the future. The evaluation process to identify priority speed and reliability projects was established as part of Metro's long range planning efforts.

These investments will improve travel time by 3-9 minutes, or 8-22% with strategic investments. These cost-effective improvements will improve transit operations without the high cost of roadway widening and acquisition of additional right of way. They focus on using existing right-of-way differently through actions such as the designation of bus or HOV lanes, and applying transit preferential treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

- Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.

These investments target logical, strategic investments along corridors connecting regional growth or manufacturing/industrial centers and other areas of concentrated employment. The investments will improve travel time by 3-9 minutes, reducing travel time by 8-22%. They implement cost-effective improvements that will improve transit operations without the high cost of roadway widening and acquisition of additional right of way. They focus on using existing right-of-way differently through actions such as the designation of bus or HOV lanes, and applying transit preferential treatments such as traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing.

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

These investments will improve travel time and reliability on corridors which provide key links to and between centers, thereby removing or reducing travel time barriers. The project will improve connections to major centers as well as other medium and high capacity transit services within the

system such as bus rapid transit (Rapid Ride) and Link light rail. With increased reliability, transit will become a more attractive and viable option for more riders.

Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

The project targets strategic investments on key corridors connecting to and between centers. These investments will improve transit performance as well as general purpose traffic flow by addressing critical bottlenecks and congested corridors. The transit preferential treatments that will be implemented included designation of bus or HOV lanes, traffic signal re-timing, traffic signal modification and synchronization, modifications to existing transit signal priority (TSP) installations, upgraded bus stop amenities and improved bus stop spacing. These improvements will help transit and general purpose traffic flow, thereby moving more people through the system.

Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

Improvements to bus stops and bus stop spacing will improve safety for people walking to and waiting for the bus. Relocation of bus stops will eliminate some mid-block crossings and will relocate or consolidate stops closer to traffic signals with signalized pedestrian crosswalks, thereby providing riders with safer walk access to bus stops. Passenger facility improvements such as lighting will make stops more secure. Project elements will also reduce modal conflict by restricting left turns in key locations and creating bus or HOV lanes.

2336 Of the appropriation for CIP project, 1027158, RSD C W overlay, \$10,850 shall
2337 be expended solely for support of independent oversight on the project to be provided by
2338 the King County auditor's office.

2339 ER2 EXPENDITURE RESTRICTION:

2340 Of the appropriation for CIP project, 1111819, RSD C W drainage preservation,
2341 \$10,850 shall be expended solely for support of independent oversight on the project to
2342 be provided by the King County auditor's office.

 2343 SECTION 136. BIENNIAL CAPITAL FUND CAPITAL IMPROVEMENT

2344 PROGRAM - The executive proposed capital budget and program for 2013-2018 is
2345 incorporated in this ordinance as Attachment H to this ordinance. The executive is
2346 hereby authorized to execute any utility easements, bill of sale or related documents
2347 necessary for the provision of utility services to the capital projects described in
2348 Attachment H to this ordinance, but only if the documents are reviewed and approved by
2349 the custodial agency, the real estate services division and the prosecuting attorney's
2350 office. Consistent with the requirements of the Growth Management Act, Attachment H
2351 to this ordinance was reviewed and evaluated according to the King County
2352 Comprehensive Plan. Any project slated for bond funding will be reimbursed by bond
2353 proceeds if the project incurs expenditures before the bonds are sold.

2354 From the several capital improvement project funds for the 2013/2014 biennium
2355 there are hereby appropriated and authorized to be disbursed the following amounts for
2356 the specific projects identified in Attachment H to this ordinance.

2357	Fund Fund Name	2013/2014
2358	3151 CONSERVATION FUTURES	\$19,388,077

2359	3380	AIRPORT CONSTRUCTION	\$20,828,293
2360	3392	TITLE III FORESTRY	\$25,000
2361	3641	PUBLIC TRANS CONST-UNREST	\$408,342,572
2362	3673	CRITICAL AREAS MITIGATION	\$5,389,305
2363	3691	TRNSF OF DEVELOPMENT CREDIT PROGRAM	(\$133,505)
2364	3840	FARMLAND AND OPEN SPACE ACQUISITION	\$56,976
2365	3850	RENTON MAINTENANCE FACILITY	\$452,317
2366		TOTAL	\$454,349,036

2367 SECTION 137. ADOPTION OF 2013 GENERAL FUND FINANCIAL PLAN.

2368 The 2013 General Fund Financial Plan as set forth in Attachment I to this ordinance is
2369 hereby adopted. Any recommended changes to the adopted plan shall be transmitted by
2370 the executive as part of the quarterly management and budget report and shall accompany
2371 any request for quarterly supplemental appropriations. Changes to the adopted plan shall
2372 not be effective until approved by ordinance.

2373 The General Fund Financial Plan shall also include targets for specific designated
2374 reserves that shall be funded with unrestricted, unencumbered and nonappropriated funds
2375 as these become available during 2013. Unrestricted, unencumbered and
2376 nonappropriated funds in excess of these adopted targets and reserves shall be reflected in
2377 the General Fund Financial Plan's undesignated fund balance until additional or amended
2378 reserves or targets are adopted by ordinance.

2379 Funds may be appropriated by ordinance from any designated reserve.

2380 SECTION 138. ADOPTION OF 2013 EMERGENCY MEDICAL SERVICES

2381 FUND FINANCIAL PLAN. The 2013 Emergency Medical Services Fund Financial

000003380 - AIRPORT CONSTRUCTION		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028653	AD PAVEMENT REHABILITATION (1028653)	\$727,293	\$288,293	\$288,293	\$38,293	\$38,293	\$288,293	\$1,668,756
1028655	AD RESIDENTIAL NOISE IMPROVE (1028655)	\$8,000,000	\$8,000,000					\$16,000,000
1028657	AD AIRPORT FACILITIES REPAIR (1028657)	\$46,126	\$46,126	\$46,126	\$46,126	\$46,126	\$46,126	\$276,754
1028658	AD AIRPORT REDEVELOPMENT (1028658)	\$6,192,438	\$342,783	\$92,783	\$92,783	\$4,922,783	\$92,783	\$11,736,352
1028659	AD DWNMISH CLEAN UP SLIP 4 (1028659)	(\$3,903,873)						(\$3,903,873)
1028661	AD AREF FACILITY IMPROVEMENT (1028661)	\$11,628	\$11,628	\$11,628	\$11,628	\$11,628	\$11,628	\$69,765
1028662	AD NORTH BOEING FIELD W/ICA (1028662)	\$38,166	\$38,510	\$38,510	\$38,510	\$38,510	\$38,510	\$230,715
1028663	AD FIRE TRUCK OVERHAUL (1028663)	\$6,382	\$6,382	\$6,382	\$6,382	\$6,382	\$6,382	\$38,293
1028664	AD MAXIMO UPGRADE (1028664)	\$235,000						\$235,000
1028673	AD CAPITAL PROJECT OVERSIGHT	\$9,785						\$9,785
1028733	AD TAXIWAY A REHABILITATION (1028733)	\$14,215	\$14,215	\$14,215	\$14,215	\$14,215	\$14,215	\$85,290
1028734	AD AIRPORT FLEET (1028734)	\$6,382	\$676,382	\$856,382	\$506,382	\$246,382	\$56,382	\$2,348,293
1028735	AD LOWER DUWAMISH WATERWAY (1028735)	\$12,722	\$12,837	\$12,837	\$12,837	\$12,837	\$12,837	\$76,905
1028736	AD FUEL FARM SECURITY (1028736)	(\$5,124)						(\$5,124)
000003380 - AIRPORT CONSTRUCTION Total		\$11,391,139	\$9,437,154	\$1,367,154	\$767,154	\$5,337,154	\$567,154	\$28,886,910

000003392 - TITLE III FORESTRY		FY13	FY14	FY15	FY16	FY17	FY18	Total
1116275	TITLE III Forestry Finance Chg (1116275)	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
000003392 - TITLE III FORESTRY		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000

000003641 - PUBLIC TRANS CONST-UNREST		FY13	FY14	FY15	FY16	FY17	FY18	Total
1028616	TD ARTS CONTRIBUTION (1028616)	\$24,291						\$24,291
1028617	TD REGIONAL SIGNAL PRIORITY (1028617)	(\$417,000)						(\$417,000)
1028619	TD PROPERTY LEASES BUDGET (1028619)	\$0		\$629,362	\$639,253	\$649,370	\$660,461	\$2,578,446
1028620	TD TRANSIT ORIENTED DEVELOP (1028620)	\$90,221	\$255,000	\$255,000	\$255,000	\$255,000	\$255,000	\$1,365,221
1028621	TD ATLANTIC CENTRAL EXPANSION (1028621)	(\$1,117,872)		(\$1,200,000)				(\$1,117,872)
1028629	TD REAL TIME SYS INVESTMENTS (1028629)	\$0						(\$1,200,000)
1028636	TD BUS VAPOR CLASS ADJ PEDALS (1028636)	\$0				\$25,617	\$120,181	\$145,798
1028645	TD BURIEN TOD GARAGE (1028645)	(\$298,413)						(\$298,413)
1028666	TD TROLLEY EXT TO LIGHT RAIL (1028666)	(\$711,257)						(\$711,257)
1028716	TD RADIO AVL REPLACEMENT (1028716)	\$0						\$0
1028717	TD SMART GROWTH AMENITIES (1028717)	\$0	(\$23,901)					(\$23,901)
1028718	TD NON REV VEHICLE REPLACEMENT (1028718)	\$2,409,889	\$1,653,701	\$1,540,381	\$1,321,344	\$2,776,160	\$2,958,270	\$12,659,745
1028723	TD BUS 40FT MB08 1 HYBRID (1028723)	\$35,035,875	(\$553,875)	\$374,929	\$85,212,165			\$120,069,094
1028727	TD DSTT W/MD DETECTION (1028727)	\$52,365						\$52,365
1028770	TD SYSTEM BRT CORRIDOR (1028770)	\$6,936,414	\$67,029	\$2,687,119				\$10,572,289
1028773	TD RAPIDRIDE PASS FAC GEN (1028773)	\$5,787,118	\$970,637					\$5,854,147
1028777	TD SIGNAGE REPLACEMENT (1028777)	\$2,860,708	\$3,144,936	\$1,004,620	\$1,254,602	\$4,860,338	\$4,242,562	\$20,498,588
1028793	TD ADA VAN PURCHASES (1028793)	(\$261,918)						(\$261,918)
1028813	TD SOUND TRANSIT OBS REIMB (1028813)	\$141,967	\$4,085,861		\$108,692,889	\$112,497,140	\$45,409,470	\$270,827,327
1028816	TD BUS 60FT MB06 2 HYBRID (1028816)	\$43,902						\$43,902
1028827	TD CAPITAL PROJECT OVERSIGHT	\$0						\$0
1028828	TD VEHICLE CHARGING STATIONS (1028828)	(\$1,629,660)	\$528,325	\$916,890	\$1,013,573	\$1,052,152	\$1,088,977	(\$1,629,660)
1028829	TD AC OPERATIONS BUILDING (1028829)	\$404,486						\$5,004,403
1028830	TD TRANSIT PRIORITY IMPROVEMET (1028830)							

000003641 - PUBLIC TRANS CONST-UNREST cont.			FY14	FY15	FY16	FY17	FY18	Total
1028832	TD ON DEMAND BIKE LOCKER PGRM (1028832)	\$0						\$0
1028854	TD VANPOOL VEHICLE PURCHASE (1028854)	\$7,113,669	\$5,319,000	\$7,537,000	\$2,154,000	\$3,820,000	\$10,409,000	\$36,352,669
1111768	TD RT 48 ELECTRIFICATION (1111768)	(\$498,000)		\$1,567,376	\$2,272,769	\$7,350,407	\$4,683,619	\$15,376,171
1111769	TD WAREHOUSE REPLACEMENT (1111769)	\$94,708	\$121,017	\$550,937	\$1,873,254	\$3,027,426		\$5,667,342
1111771	TD RADIO ALASKAN WAY TUNNEL (1111771)	\$77,569		\$288,116	\$1,959,034			\$2,324,719
1111785	TD CUSTOMER INFO SYS PLATFORM (1111785)	\$2,897,800			\$640,490			\$4,154,232
1111789	TD ORCA VENDING MACHINES (1111789)	\$154,408						\$154,408
1111971	TD BATTERY DOMINANT BUS (1111971)	\$0						\$0
1111973	TD BRICKYARD P&R EXPANSION (1111973)	(\$47,519)						(\$47,519)
1111975	TD RT 120 TRANSIT IMPROVEMENTS (1111975)	\$0						\$0
1111982	TD REGIONAL ORCA ENHANCEMENTS (1111982)	\$0						\$0
1111984	TD LAKE FOREST PARK P&R (1111984)	(\$50,000)						(\$50,000)
1111985	TD E KING CO TRANSIT IMP (1111985)	(\$17,554)						(\$17,554)
1111989	TD BURIEN TRANSIT CENTER (1111989)	(\$7,653)						(\$7,653)
1111993	TD FIBER REPLACEMENT (1111993)	(\$276,866)						(\$276,866)
1112002	TD FH 2009 CCTV OnBoard Buses2 (1112002)	(\$1,141,040)						(\$1,141,040)
1112007	TD DATA INFRASTRUCTURE REPL (1112007)	\$191,396	\$141,081	\$130,000				\$462,477
1112014	TD RYERSON BASE RENOVATIONS (1112014)	(\$99,664)						(\$99,664)
1112016	TD SE CONNECTOR FACILITIES (1112016)	\$0						\$0
1112018	TD OBS 27 FT BUS (1112018)	(\$751,270)						(\$751,270)
1114074	TD 60 FT TROLLEY (1114074)	\$95,778,210	\$454,894	\$114,752				\$96,347,856
1114075	TD 40 FT TROLLEY (1114075)	\$142,642,383	\$281,054	\$610,000				\$143,652,206
1115954	TDC TRANSIT ASSET MAINT BUDGET (1115954)	\$20,587,096	\$4,271,986	\$15,522,959	\$15,113,079	\$16,851,556	\$19,446,819	\$91,793,495
1116014	TD IS PRESERVATION BUDGET (1116014)	\$285,000	\$355,610	\$658,000	\$985,000	\$572,000	\$565,000	\$3,420,610
1116015	TD TOH, SHELTER, EQUIP BUDGET (1116015)	\$2,776,615	\$3,073,796	\$2,974,380	\$3,278,483	\$3,186,230	\$3,497,748	\$18,787,252
1116036	TD CAPITAL OUTLAY BUDGET (1116036)	\$195,634	\$189,358	\$172,128	\$178,153	\$184,388	\$190,842	\$1,110,503
1116057	TD NORTHGATE TOD BUDGET (1116057)	\$840,016	\$10,150,000					\$12,640,016
1116070	TD SR 520 UPA BUDGET (1116070)	\$0	(\$2,977,104)					(\$2,977,104)
1116071	TD OP FACILITY IMP BUDGET (1116071)	\$2,764,819	\$2,999,121	\$2,048,454	\$1,528,976	\$1,156,242	\$1,218,684	\$11,716,296
1116072	TD BUS ZONE SAFETY BUDGET (1116072)	\$413,649	\$1,248,140	\$421,902	\$440,058	\$455,461	\$471,402	\$3,450,612
1116073	TD SHELTERS & LIGHTING (1116073)	\$1,775,546	\$840,475	\$1,905,236	\$2,005,799	\$2,076,002	\$2,148,661	\$10,751,719
1116107	TD RIDE FREE AREA BUDGET (1116107)	(\$300,000)						(\$300,000)
1116112	TD TROLLEY MOD BUDGET (1116112)	\$1,188,496	\$1,899,527	\$994,727	\$180,735	\$187,061	\$509,219	\$4,959,765
1116236	TD RIDER INFO SYSTEMS BUDGET (1116236)	\$0	(\$664,419)					(\$664,419)
1116743	TD RT 101 TRANSIT CORRIDOR IMP (1116743)	\$531,000	\$1,400,098					\$1,931,098
1116745	TD 3RD AVE IMPROVEMENTS (1116745)	\$8,797,500						\$8,797,500
1116746	TD RELACE LEGACY TSP EQUIPMENT (1116746)	\$866,670	\$551,160					\$1,417,830
1116755	TD RAPIDRIDE BIKE FACILITIES (1116755)	\$495,900	\$150,300					\$646,200
1116893	TD HASTUS EPM (1116893)	\$0	\$228,880					\$228,880
1116944	TD ORCA SELF SERVICE KIOSK (1116944)	\$222,264	\$3,092,736					\$3,315,000
1117069	TD 35 FT HYBRID BUS (1117069)	\$258,122	\$18,368,254					\$18,741,128
1117191	TD RYERSON BASE LIFT REPL (1117191)	\$1,059,325	\$7,631,887					\$9,064,031
1111770	TD CIP CONTINGENCY	\$1,000,000						\$1,000,000
1111783	TD HASTUS UPGRADE	\$723,793						\$723,793
1111786	TD FACILITY MASTER PLAN	\$130,697						\$130,697
000003641 - PUBLIC TRANS CONST-UNREST Total		\$340,288,009	\$68,054,563	\$46,251,615	\$734,596,449	\$161,598,492	\$99,525,916	\$950,315,044

KING COUNTY



———— *Corridors/Study Area*

