

Kenmore on track to complete business access and transit lanes

City of Kenmore – SR 522 Multimodal Corridor Project – Phase II

The City of Kenmore is building business access and transit lanes to improve transit speed and reliability. These lanes allow buses to bypass congested traffic along SR 522 in Kenmore and connect residents from Woodinville, Bothell and Kenmore to the University of Washington and downtown Seattle. A number of park and rides along the corridor provide convenient access for transit users. The improved speed and reliability of the transit service will help attract additional riders. This project is on schedule for completion before June 30, 2009.

Anticipated completion date	Spring 2009
Total project budget	\$23,112,168
Total grant	\$1,800,000
Grant payments to date	\$1,800,000
Grant award year	2007

Tukwila Transit Station identifies new financial partner

City of Renton/City of Tukwila – Tukwila Transit Station

Although plans for the new Tukwila Transit Station have been moving forward, the project has faced several challenges that have delayed design and construction. These include environmental permitting issues, numerous inter-local agreements between the project's six partners and the Union Pacific Railroad's requirement for a dual set of operational tracks to maintain current rail operations during construction. A private developer has joined the project and will contribute to the initial phase of construction so they can build a 300 unit residential mixed-use development adjacent to the Tukwila Station site.

Anticipated completion date	Summer 2011
Total project budget	\$21,489,000
Total grant	\$5,500,000
Grant payments to date	\$270,131
Reappropriation request	\$4,900,000
Grant award year	2007

The project includes station construction, a 400 stall parking lot and improvements to improve access to the station. To complete this work, the project team must first realign the Union Pacific (UP) railroad tracks so they are adjacent to the Burlington Northern Santa Fe (BNSF) tracks that Sounder and Amtrak trains now use. This will result in the construction of two railroad bridges that will allow for pedestrian and vehicle access from the rail station to transit platforms and allow bus access along Longacres Way. Once the UP line is relocated, its previous mile-long embankment will be removed and its former right-of-way incorporated into the Tukwila Station. This design will allow the City of Tukwila's Town Center plan to be fully integrated into the transit center without the barrier of a 15-foot high embankment.

Design for the first phase of the project is nearly complete. Track realignment and work on the embankment is scheduled to begin this summer. Work on the two bridges is scheduled to begin later this year. Construction on remaining elements of the project—parking, accessible passenger platforms with canopies, ticket vending machines and bicycle lockers and racks—is anticipated to begin in 2010 and to be completed in 2011 when the station opens to the public.

Seattle's Pike-Pine corridor on schedule to deliver transit improvements

City of Seattle – Pike/Pine Westlake Transit Corridor

Seattle has completed 60 percent of project design and environmental review for this project to build improvements in the Pike/Pine corridor, including transit signal priority, exclusive transit lanes, boarding bulbs to allow in-lane stops and a new sidewalk on the north side of Pine Street crossing I-5. The city also hosted an open house to showcase designs for the corridor. Community response was very favorable. The Seattle Design Commission reviewed the project and has voted in favor of the design. Similarly, WSDOT has granted preliminary acceptance for modification of the bridge structure over I-5.

Anticipated completion date	July 2009
Total project budget	\$3,650,000
Total grant	\$3,230,000
Grant payments to date	\$183,674
Reappropriation request	\$1,374,902
Grant award year	2007

Although construction is scheduled for this year and the project is scheduled to be completed by July 2009, the City of Seattle is requesting reappropriation of a portion of the Regional Mobility Grant funds to the next biennium to ensure that funding is available should the construction schedule fall behind.

City of Shoreline set to construct business access and transit lanes on Aurora Avenue this summer

City of Shoreline – Aurora Avenue North, North 165th Street to North 185th Street Business Access and Transit (BAT) Lanes Project

The City of Shoreline is set to start construction this summer to extend business access and transit lanes and make other improvements on Aurora Avenue (State Route 99) between Snohomish County and Seattle. The project is the second phase of a comprehensive effort to improve transit efficiency and access and enhance safety on Aurora Avenue through Shoreline.

Anticipated completion date	December 2010
Total project budget	\$42,804,000
Total grant	\$2,500,000
Grant payments to date	\$0
Reappropriation request	\$2,500,000
Grant award year	2007

The city built the first phase of this project on Aurora Avenue, North 145th Street and North 165th Street. Community members expressed concerns during construction. The City of Shoreline strategically delayed the environmental review process for the second phase of the project, between North 165th Street and North 185th Street, to give residents an opportunity to experience the street improvements firsthand before participating in the environmental review process for the second phase. Their strategy proved very successful. At the environmental hearing for the second phase all of the citizens testifying did so in support of the city's proposed approach. The review process was completed in December 2007 and the streetscape design was unanimously approved by the Shoreline City Council.

The project includes a wide array of improvements to improve traffic flow and pedestrian access. New landscaping, street furnishings, sidewalks, a safety median with left and U-turn pockets, traffic signal synchronization, improved transit stops with new shelters and new street lighting, and underground utilities are included. The Federal Highway Administration and WSDOT awarded the City of Shoreline the 2008 Award of Excellence for Best City Project for the first phase of the project.

The city is currently acquiring land for the project and construction is expected to begin in July 2009.

Groundbreaking kicks off construction on Community Transit's new bus rapid transit stations along SR 99

Community Transit – Swift Bus Rapid Transit – Transit Stations

On December 3, 2008 Community Transit broke ground on construction of 24 bus rapid transit stations along State Route 99 between Everett Station and Aurora Village Transit Center. The Swift bus rapid transit line will provide faster and more reliable transit service through the corridor. Stations will include shelters, signage and off-board ticket vending machines. In addition, the Swift line will feature transit signal priority at several intersections in the corridor and will feature environmentally friendly hybrid buses partially funded by the Federal Transit Administration.

Anticipated completion date	June 2009
Total project budget	\$27,644,189
Total grant	\$2,383,001
Grant payments to date	\$21,641
Reappropriation request	\$0
Grant award year	2007

The Swift project is a partnership of Community Transit and Everett Transit. Regional Mobility Grant funds are also being provided to Everett Transit to support construction of the Swift terminal station at Everett Station. Community Transit anticipates completing this project on time and within budget.



C-Tran adds I-5 service connecting Clark County and Portland; ridership jumps

C-Tran – I-5 Commuter Service Augmentation

C-Tran has expanded commuter transit service in the Interstate 5 corridor connecting Clark County and Portland. In addition to increased express bus service from the 99th Street Park and Ride, C-Tran added a mid-day and later evening commuter connection between downtown Portland, the 99th Street Park and Ride and the Salmon Creek Park and Ride. These augmented services provide more flexibility and offer more choices to attract commuters who currently drive on I-5 during rush hours.

Anticipated completion date	June 2009
Total project budget	\$759,000
Total grant	\$590,000
Grant payments to date	\$350,147
Grant award year	2007

These augmented services provide more flexibility and offer more choices to attract commuters who currently drive on I-5 during rush hours.

From January through September, 2008, ridership on route 105 topped 100,000 passenger trips, an increase of more than 43 percent compared to the same period in 2007.

Everett Transit moving forward with Swift Bus Rapid Transit terminal on SR 99

Everett Transit – Swift Bus Rapid Transit Northern Terminal

Everett Transit is partnering with Community Transit on the Swift Bus Rapid Transit line along SR 99. This grant funds design and construction of the line's northern terminal at Everett Station. The project will eliminate service gaps to downtown Everett, increase transit capacity and improve the quality of transit service with faster and more efficient service.

Anticipated completion date	June 2009
Total project budget	\$2,235,756
Total grant	\$1,989,823
Grant payments to date	\$169,715
Reappropriation request	\$455,027
Grant award year	2007

Construction has been delayed while Everett Transit awaited completion of an adjacent construction project—a parking lot and pedestrian improvements to support Sound Transit's Sounder commuter rail service. The City of Everett has completed preliminary engineering and final engineering design is expected in January, 2009. Construction on the terminal building is anticipated to begin in March, however inclement weather may push the construction into the summer.

Intercity Transit on course to deliver 179 new parking spaces

Intercity Transit – Martin Way Park and Ride Lot Renovation and Expansion

Intercity Transit is expanding the Martin Way Park and Ride located along I-5 in Lacey, where park and ride demand had exceeded capacity. Construction of the expansion began in October 2008 and will provide an additional 179 parking spaces, 28 more than originally proposed. Additionally, the project includes improved lighting, security and vehicle flow. The project utilizes land owned by WSDOT and located adjacent to the existing park and ride lot. Additional park and ride capacity is essential to accommodate growing demand for express bus service, carpools and vanpools.

Anticipated completion date	September 2009
Total project budget	\$2,837,000
Total grant	\$1,259,360
Grant payments to date	\$1,147,001
Reappropriation request	\$377,808
Grant award year	2006

The project had been delayed from its original schedule by requirements of Executive Order 05-05, which was not known at the time of application, and a longer-than-anticipated review time for construction permitting. The timing of the construction permitting delay caused the project to miss the majority of the 2008 construction season. Construction costs and mitigation fees also increased in the interim and have been funded by Intercity Transit.

The project is now scheduled to be complete in September 2009. Since the nearby Hawks Prairie Park and Ride Lot closed and with demand for express bus service, vanpools and carpools at unprecedented levels, the Martin Way project will provide tremendous relief for I-5 commuters.

Island and Skagit Transit connect communities to Everett Station and beyond

Island Transit and Skagit Transit - Skagit/Island Commuter Connector Service to Everett Station

The Everett Commuter Connector project provides transit service between Island and Skagit counties to the Everett Transit station. Phase I of the project was selected for funding in the 2005-2007 cycle and Phase II was selected in the 2007-2009 cycle.

Ridership has grown steadily on the Everett Connector, averaging nearly 20 percent growth per quarter. Nearly 500 people, on average, currently use the service each day.

Phase I – completion date	June 2007
Phase II – anticipated completion date	June 2009
Total project budget (phase I & II)	\$4,340,000
Total grant – phase I	\$1,498,091
Total grant – phase II	\$1,440,000
Grant payments to date (phase I & II)	\$1,744,070
Reappropriation requested	\$0
Grant award year – phase I	2006
Grant award year – phase II	2007

Phase I was awarded \$1,970,000 in grant funds for acquisition of two buses (\$770,000) and one year of transit service (\$1,200,000). Only \$1,498,091 of the funding was expended for the project during the 2005-2007 biennium.

King County Metro set to begin construction this year to add parking stalls at crowded Brickyard Park and Ride

King County Metro – I-405 Transit Access Project- Brickyard Park and Ride Expansion Project

The Brickyard Park and Ride near I-405 is routinely overstuffed with commuters who ride the bus, vanpool or carpool. The park and ride expansion project will add 200 parking spaces and improve lighting, landscaping and pedestrian access at this in-demand location. In addition, the project will help commuters and buses access the site by adding a driveway and a new traffic signal on Juanita-

Woodinville Way. State Regional Mobility Grant funds are provided to help build 100 of the new parking spaces and to complete associated wetland improvements. However, in response to strong demand for additional commuter parking, King County Metro has expanded the project to include 100 additional parking spaces and other improvements.

King County Metro is currently advertising for bids from contractors and construction is scheduled to begin in spring. The project is slated to be completed by the end of the year.

Anticipated completion date	December 2009
Total project budget	\$3,600,000
Total grant	\$2,013,877
Grant payments to date	\$611,759
Reappropriation request	\$1,245,000
Grant award year	2006

Speed and reliability improvements coming to Pacific Highway

King County Metro – Pacific Highway South Transit Speed and Reliability Improvements

King County Metro is working to install intelligent transportation systems infrastructure along more than ten miles of Pacific Highway South to improve transit speed and reliability on the congested corridor. King County Metro operates more than 70 workday trips on this corridor.

Anticipated completion date	September 2010
Total project budget	\$2,750,000
Total grant	\$2,300,000
Grant expenditures to date	\$501,840
Reappropriation request	\$1,798,160
Grant award year	2007

State Regional Mobility Grant funds will help King County Metro install transit signal priority systems at 30 intersections, replace signal cabinets and controllers and install fiber optic communications infrastructure. The work supports development of the Pacific Highway South Rapid Ride corridor and efforts to enable traffic engineers and planners to manage the highway in real-time.

The project requires an extensive network of fiber optics that will traverse four municipalities and public right-of-way. King County Metro has conducted extensive coordination with local jurisdictions and is designing the project in coordination with other aspects of their bus rapid transit project. This will help ease the permitting process, reduce the risk of duplication of work and offer opportunities for cost savings. The county anticipates that final design will be completed in June 2009 with construction starting later in the year. The anticipated completion date is September 2010.

King County Metro continues new bus service connecting Auburn, Kent, Burien and Sea-Tac Airport

King County Metro – Sea-Tac Airport Connector

The Sea-Tac Airport Connector project includes both new transit service and construction of a new transit facility.

King County Metro initiated new service directly connecting Auburn and Kent commuter rail stations with Sea-Tac Airport and the Burien Transit Center. The service features expanded hours to meet the needs of airport workers. The operations portion of state grant funds was fully expended in November 2008 and King County Metro is continuing this service with its own funding.

The capital portion of the grant project provides funding to improve transit facilities in Tukwila near Westfield Southcenter Mall. The on-street transit facility will include expanded bus bays, new waiting facilities and enhanced pedestrian infrastructure that will promote transit ridership and improve passenger safety and security. Design is still underway, primarily due to litigation from an adjacent property owner and efforts to adjust the design to meet financial constraints. Construction is anticipated to begin in summer 2009 and full project delivery is expected in 2010.

Total grant	\$950,000
Operations	
Completion date	November 2008
Total project budget	\$3,457,000
Total grant	\$750,000
Grant payments to date	\$750,000
Capital construction	
Anticipated completion date	2010
Total project budget	\$600,000
Total grant	\$200,000
Grant payments to date	\$0
Reappropriation request	\$200,000
Grant award year	2006

Transit speed and reliability improvements to be under construction in downtown Seattle as early as this spring

King County Metro – North Seattle Central Business District Transit Access Improvements

King County Metro and the City of Seattle are preparing to hire contractors to start building speed and reliability improvements along key transit corridors in Seattle, including Stewart Street, Howell Street and Olive Way. Crews will add rush hour transit lanes, improve traffic signals, rework parking and reconfigure lanes. King County Metro, Community Transit, Sound Transit and Pierce Transit buses travel these routes.

Anticipated completion date	December 2010
Total project budget	\$2,120,000
Total grant	\$1,800,000
Grant payments to date	\$75,614
Reappropriation request	\$1,595,000
Grant award year	2006

The City of Seattle is ready to go to bid with the Stewart Street improvements, which could be under construction this spring. Design work is expected this year for Howell Street and Olive Way improvements. Construction on these corridors is slated for 2010.

Design work was strategically delayed to reduce the risk of duplication of work and to make the most efficient use of tax money. After the grant was awarded, voters passed the Bridging the Gap Initiative in Seattle to fund local transportation maintenance and improvement projects. By combining and coordinating the grant-funded project with the city's local projects, Seattle and King County Metro will reduce costs associated with bidding, construction, traffic control and contract management and will avoid disrupting streets with construction projects in subsequent years.

Peninsula Park and Ride expansion on SR 16 requires new approach

Pierce Transit – Peninsula Park and Ride Project on SR 16 Phase 1

Challenges with property acquisition and permitting issues have delayed construction on this project for nearly two years. The project includes two major components: expansion of a park and ride lot and a new pedestrian overpass connecting park and ride lots and transit stops on both sides of SR 16.

Anticipated completion date	2010
Total project budget	\$15,000,000
Total grant	\$2,000,000
Grant payments to date	\$0
Reappropriation request	\$2,000,000
Grant award year	2006

Pierce Transit is examining alternative approaches that might allow them to deliver utility equivalent to the original, competitively rated project and is working closely with WSDOT to develop viable solutions.

Pierce Transit's plans for new transit station stalled

Pierce Transit – Peninsula Park and Ride Median In-Line Station (Phase II)

Pierce Transit's original proposal included a transit station in the highway median. This design was scuttled when it was discovered that high occupancy vehicle lanes would not be built in this area for decades. It would not be safe or practical for buses to merge from a general purpose lane carrying fast-moving traffic to and from the median transit station. Delays and challenges on the

adjacent Peninsula Park and Ride expansion project—which includes a pedestrian overpass required to provide access to the transit station—might limit available parking and access for commuters who wish to use the transit station. Finally, airspace lease negotiations with WSDOT were more complicated than anticipated. Pierce Transit, in close coordination with WSDOT, is working to address these challenges and develop an alternate approach that could provide equivalent utility.

Anticipated completion date	Fall 2010
Total project budget	\$7,652,217
Total grant	\$2,300,000
Grant expenditures to date	\$0
Reappropriation request	\$2,300,000
Grant award year	2007

Construction to start this year on Harper Park and Ride expansion at Southworth

Kitsap Transit – Harper Park and Ride Expansion

Kitsap Transit's Harper Park and Ride expansion is expected to increase parking from the existing 117 parking stalls to 642 stalls. The park and ride lot serves the Washington State Ferry Terminal at Southworth. In addition to parking stalls, the project includes bus shelters, bus ways, landscaping, low-impact storm water systems, a surveillance system, sidewalks and a traffic signal.

Anticipated completion date	September 2009
Total project budget	\$6,936,865
Total grant	\$2,400,000
Grant payments to date	\$50,000
Reappropriation request	\$1,400,000
Grant award year	2007

An appeal to Kitsap Transit's Determination of Non-Significance delayed the project but was resolved on September 23, 2008. Kitsap Transit has completed preliminary engineering work and is now awaiting permits from Kitsap County. Construction bidding is anticipated in March and work is expected to be complete before the end of the year.

Chuckanut Park and Ride threatened by budget shortfall

Skagit Transit – Chuckanut Park and Ride

The project, on Burlington Boulevard near the I-5 interchange with State Route 20, includes 355 park and ride stalls. Skagit Transit has completed 60 percent design, purchased property and obtained all necessary environmental approvals and permits. Despite this progress, the Chuckanut Park and Ride project is suffering from a significant budget shortfall. Skagit Transit is seeking additional funding from the federal government to close the budget gap. In the meantime, bid advertisements for construction are on hold. Construction was originally scheduled to begin in the spring of 2009. Skagit Transit anticipates that construction may start in the summer of 2009 and finish in November, however this timeframe is subject to availability of additional funding for the project.

Anticipated completion date	November 2009
Total project budget	\$10,410,000
Total grant	\$2,000,000
Grant payments to date	\$0
Reappropriation request	\$1,720,000
Grand award year	2007

Design completed for Sound Transit's in-median freeway station

Sound Transit – Mountlake Terrace Freeway Station

Final design for a new transit station to be constructed in the median of I-5 at Mountlake Terrace is now complete. The construction contract has been advertised and bids are expected back in late January. Construction is set to begin in early 2009.

Anticipated completion date	March 2011
Total project budget	\$40,900,000
Total grant	\$5,000,000
Grant payments to date	\$0
Reappropriation request	\$2,500,000
Grant award year	2007

The advertisement was delayed after Sound Transit learned during the design process that the project cost had likely increased nearly \$10 million. The cost increases were as a result of design changes and construction cost escalation. A number of complicated issues arose between the 30% and 60% design milestones. Key issues identified during design included: the storm drainage system; the need to add retaining walls to support the transit station and the transit-only ramps; soil erosion control; and the rapid inflation of steel, concrete and other building materials necessary for the project.

To confirm new construction cost estimates, Sound Transit shared key elements of the design plan with the Association of General Contractors (AGC). AGC identified potential risks that might further increase the overall cost of the project including: the timing of bidding for the project; contractor access to the worksite in the median on I-5; and how steel component columns and shoring would be necessary for the project since the station is adjacent to I-5.

All of the concerns identified by AGC were included in the final design of the project. In the fall of 2008, the Sound Transit board voted to approve the revised budget proposal. This increased Sound Transit's local share of funding to absorb the additional costs.

Sound Transit takes new approach to quickly increase parking for Sounder riders in Puyallup and Sumner

Sound Transit – Expanded Commuter Rail Parking in Seattle-Tacoma Corridor

Local redevelopment plans, increasing land costs and continued demand for immediate parking solutions have caused delays in the purchase of land for parking stalls at stations in Sumner, Puyallup and Auburn. Each of the stations is located near central business districts where local municipalities have crafted redevelopment plans that constrain the use of parking. At the same time, land costs in south King County have continued to escalate. Additionally, all three municipalities have placed increased pressure on Sound Transit to identify immediate parking solutions for transit users in the area.

Anticipated completion date	December 2010
Total project budget	\$4,200,000
Total grant	\$3,700,000
Grant payments to date	\$0
Reappropriation request	\$3,600,000
Grant award year	2007

Sound Transit has already delivered 85 parking spaces in Auburn. To deliver parking spaces in Sumner and Puyallup, Sound Transit obtained local support and WSDOT's approval to lease existing private parking lots for twenty years and develop them as park and ride lots rather than purchasing property. This approach will allow Sound Transit to increase the number of parking spaces from 285 in the original agreement to more than 435, an increase of greater than 50 percent, and the additional parking could be open to commuters this year. State Regional Mobility Grant funds will be used to construct parking and transit improvements on the leased properties.
