

TRANSIT NOW
Service Partnerships:
Proposal Evaluations and Phasing Plan

King County Metro Transit
Service Planning and Speed & Reliability Groups
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SUMMARY AND RECOMMENDATIONS

Purpose and Objectives

This report presents information related to the *Transit Now* Service Partnership Program, as defined below. The purpose of the report is to 1) summarize and evaluate partnership proposals received, and 2) present a potential phasing plan for the implementation of these proposals.

Outline

This Summary and Recommendations section is organized as follows:

- **Program Description.** Description of the *Transit Now* Service Partnership Program, including program intent, requirements, priority criteria and budget parameters.
- **Process.** Description of the process used to develop, solicit and refine proposals.
- **Proposals.** A summary of the proposals received, including descriptions of the proposed service, partners and annual hours.
- **Evaluation and Phasing.** Results of Metro staff evaluations of proposals received and a suggested implementation schedule.
- **Implementation.** Description of the process for implementing proposals selected for inclusion in the program.

Metro staff evaluations of individual proposals follow the Implementation section.

Program Description

The *Transit Now* initiative to expand Metro Transit service was approved by King County voters in the general election on November 7, 2006. The measure was intended to help Metro keep pace with regional growth by expanding service by 15 to 20 percent over the next 10 years.

The Service Partnership program is one component of the *Transit Now* package. The Partnership component sets aside 90,000 County-funded annual service hoursⁱ to pursue partnerships with major employers and cities to add new service in rapidly expanding employment centers. The intent of the Service Partnership strategy, as stated in Ordinance 15582 (*Transit Now* Ordinance), adopted September 6, 2006, is as follows:

... to act as a tool to help local jurisdictions, developers, and employers become partners in offering new transit service to meet growth targets and improve transit market share to support employee commuting.

The Service Partnership Program includes two types of partnerships: Direct Financial partnerships and Speed and Reliability partnerships. The *Transit Now* ordinance states that Direct Financial partnerships are to be given priority for implementation over transit speed and reliability partnerships. Requirements applicable to each specific type of partnership are described below. The following requirements are applicable to *all* Service Partnerships:

1. Proposed service will be managed by King County Metro Transit and available to the general public.

ⁱ A further 30,000 service hours may be set aside for the partnership program by an ordinance adopted by the Council no sooner than January 1, 2009 in the event that demand countywide for service partnerships exceeds the initial 90,000 hour setaside.

2. Proposed service will operate primarily on local streets and arterials, not primarily on state or interstate highways where traffic operations are not managed by the local jurisdiction.
3. Proposed new partnership hours fit within the calendar year limit of half of total new service hours funded by *Transit Now*.

Service Partnerships will be established through agreements with single partner entities or groups of public or private partners. Agreements will be subject to review by the Transportation Committee and approval by the Council.

The *Transit Now* Ordinance required Metro to establish criteria, for approval by the Council, for awarding Direct Financial and Speed and Reliability partnerships. Metro engaged in a collaborative process to develop these criteria, consisting of written correspondence to approximately 20 private stakeholders and all members of the three sub-area transportation groups (ETP, SCATBd and SeaShore), as well as in meetings with those groups. Final criteria were adopted by Council in Ordinance 15756 (Criteria Ordinance), adopted May 7, 2007.

Descriptions of both types of partnerships – including requirements and criteria – are provided below.

Direct Financial Partnerships

Direct Financial Partnerships provide a means for partners to increase service on an existing route or establish new routes by agreeing to pay toward the fully-allocated cost of providing the service. Metro's contribution to funding services implemented through Direct Financial partnerships will be – at maximum - double that of the partner, for as long as the partner's financial contribution continues.

Requirements

Direct Financial Service partnerships must meet the following requirements specified in the *Transit Now* Ordinance to be eligible for inclusion in the program, in addition to the requirements identified above:

1. If proposal is to add hours to existing route(s), partner will contribute at least \$100,000 per year for a minimum of five years (in 2007 dollars).
2. If proposal is to add a new route or routes, partner will contribute at least \$200,000 per year for a minimum of five years (in 2007 dollars).

Criteria

The Criteria Ordinance requires that Direct Financial Partnerships be evaluated for implementation according to the following criteria, listed in order of priority:

1. The partnership service will improve access to, from, or between designated Urban and Manufacturing Centers as defined in Countywide Planning Policies LU-40 and LU-52.
2. The partnership service will improve service on the network of core service connections as defined in the 6-Year Plan, Service Strategy S-3.
3. The partnership service by a public agency will improve access and circulation within designated Urban and Manufacturing Centers as defined in Countywide Planning Policies LU-40 and LU-52 or will provide service consistent with Six Year Plan Service Strategy S-13.
4. The partnership service will improve other services that support the goals and objectives of the Six Year Plan.
5. The partner(s) will commit to continue the partnership for more than five years.

6. The partner(s) will agree to fund more than the minimum one-third share of the fully-allocated service cost.
7. The partner(s) will commit to implementation of additional actions that are likely to increase ridership on the new services, such as:
 - o Conducting promotional activities;
 - o Providing incentives to employees and riders;
 - o Establishing limits on parking supply or price for SOV parking within the area served by the new service;
 - o Taking other policy actions that support the new service;
 - o Taking other actions that are likely to increase ridership on the new service.
8. Projected ridership gain in annual boardings over the term of the agreement.

Speed and Reliability Partnerships

Speed and Reliability partnerships provide additional transit service hours to jurisdictions that make capital investments or traffic operations changes to create transit speed and reliability improvements along continuous RapidRideⁱⁱ corridors, or “core service connection” corridors as designated in Metro’s Six-Year Transit Development Plan and subsequently adopted in the 2007-2016 Strategic Plan for Public Transportation. Metro will provide a match of 5,000 annual service hours for each core route along a designated corridor when changes are projected by Metro to result in transit speed improvements of 10 percent or more on each affected core route for 12 core hoursⁱⁱⁱ of weekday operation in both directions. The reward hours may be placed on a different route, as agreed between Metro and the partner. These hours are over and above *Transit Now*-funded RapidRide services.

Requirements

Speed and Reliability partnerships must meet the following requirements specified in the *Transit Now* Ordinance to be eligible for inclusion in the program, in addition to the requirements identified above:

1. Capital improvements of traffic operations changes will be made along a RapidRide or core service connection corridor.
2. The traffic operations changes are projected by Metro to result in transit speed improvements of 10 percent or more on each affected core route for 12 core hour of weekday operation. The speed improvements are projected to be met in both directions and during six-hour weekday AM and PM peak as well as six-hour midday.

Criteria

The Criteria Ordinance stipulates that Speed and Reliability Partnerships are to be evaluated for implementation according to the following criteria, listed in order of priority:

1. The capital investment or traffic operations change by the partner or partners will create a transit speed and reliability benefit along a continuous RapidRide corridor.

ⁱⁱ The Transit Now Ordinance identified five *RapidRide* Bus Rapid Transit corridors: Shoreline/Downtown Seattle, West Seattle/Downtown Seattle, Ballard/Seattle, Federal Way/Tukwila and Bellevue/Redmond.

ⁱⁱⁱ Includes six-hour weekday AM and PM peak as well as six-hour midday

2. The partner(s) will commit to additional traffic operations management actions that achieve transit priority in excess of the required projected 10% travel-time savings.
3. The improvements can be completed within five years.
4. The partner(s) will commit to provision of complementary actions that improve operations or ridership, such as:
 - a) Implementing innovative transit signal phases and timing;
 - b) Providing the infrastructure, preferably fiber, required to support communication between transit signal priority equipment in the field and from the field back to the applicable agency and to Metro;
 - c) Adding curb space for transit terminal or layover;
 - d) Establishing parking management to increase the attractiveness of ridesharing;
 - e) Implementing pass subsidy and promotional programs that achieve higher ridership;
 - f) Taking other actions that improve the pedestrian environment.

Budget

The 2007-2016 Strategic Plan identifies 90,000 County-funded annual platform hours for implementation of Service Partnerships to be phased over a six year period, as follows:

	2007	2008	2009	2010	2011	2012	2013	Total
Platform Hours	5,000	23,000	12,000	35,000	6,000	5,000	5,000	90,000

The proposed phasing plan outlined in this report is generally consistent with these funding and phasing parameters (refer to Phasing section below).

Proposal Development Process

An initial financial partnership with Children’s Hospital was approved in May 2007 together with the Criteria Ordinance^{iv}. For service partnerships expected to be implemented after 2007, Metro Transit issued a “Call for Service Partnership Proposals” from potential public and private partners, as directed by the Criteria Ordinance. Actions associated with the development of these Service Partnerships are described below.

<i>All Service Partnerships – June through August 2007</i>		
<ul style="list-style-type: none"> ▪ Call for Proposals. A letter from Metro Transit General Manager Kevin Desmond invited potential partners to find out more about the program and to attend a pre-proposal meeting. The call for proposals was sent to cities, employers and Transportation Management Associations throughout King County. A complete list of these organizations is provided in Appendix A. The Call for Proposals was also posted on the Service Partnerships Website^v. 		June 11 th
<ul style="list-style-type: none"> ▪ Pre-Proposal Meeting. Interested parties received information about the Service Partnership program during this question and answer session. A list of questions and answers from the meeting, along with a list of attendees, is provided on the Partnerships website. 		June 21 st
<ul style="list-style-type: none"> ▪ Letters of Interest. Metro Transit received letters of interest and/or support from 17 cities, employers and other organizations throughout King County related to the Partnership program. These letters are provided in Appendix B. 		July 3 rd
<ul style="list-style-type: none"> ▪ Meetings with Potential Partners. Metro Transit staff met with partners to discuss and further clarify service concepts and/or the options for speed and reliability improvements described in letters of interest. The process for moving proposals forward was generally outlined. 		August 7 – 9th

^{iv} The Children’s Hospital proposal meets several of the highest priority criteria established in the Criteria Ordinance, adopted May 7, 2007.

^v <http://www.metrokc.gov/kcdot/transitnow/partnerships>

<i>Direct Financial Partnerships – August through January 2008</i>		
<ul style="list-style-type: none"> ▪ Ridership and Cost Estimates. Metro Transit staff prepared initial cost and ridership estimates to be included in proposals and subsequently refined estimates for the purposes of evaluation and budgeting. 		August – November
<ul style="list-style-type: none"> ▪ Final Proposals Received. Metro received a total of fifteen proposals for Direct Financial Service Partnerships involving 32 routes, as described under ‘Proposed Partnerships’ below. 		October 1 st
<ul style="list-style-type: none"> ▪ Proposal Review and Follow-up. Metro staff first reviewed proposals to determine if they met the intent of the program then reviewed for completeness and issues pertaining to implementation. Potential partners were contacted to confirm receipt of proposals and to request additional information and clarification, as needed. Where significant issues were identified, Metro staff met with potential partners to discuss further. Potential partners were also provided an opportunity to review and comment on the preliminary scheduled start date of their respective proposals. 		October- November
<ul style="list-style-type: none"> ▪ Preliminary Contract Negotiation. Metro staff developed and provided partners with draft Partnership Agreements for review and comment. 		December 2007 – January 2008

<i>Speed and Reliability Partnerships – July 2007 through March 2008</i>		
<ul style="list-style-type: none"> ▪ Training session held for city staff and their consultants on travel time evaluation methodology. Metro staff hosted a training session for interested parties to review the evaluation tools and methodologies that would be used to project travel time savings for different types of improvement projects. 		July 30
<ul style="list-style-type: none"> ▪ Deadline for Final Proposals extended from October 1 to December 21, 2007; Preliminary Proposals due October 1. Metro staff extended the deadline to give all parties more time to analyze, develop and evaluate proposals. The revised schedule also enabled Metro to make available the speed and reliability analysis it was already preparing as part of the RapidRide implementation effort. 		August 24
<ul style="list-style-type: none"> ▪ Preliminary Proposals Received. Metro received a total of three preliminary proposals for Speed and Reliability partnerships, involving 11 core connections. Proposals were received for all 5 RapidRide corridors. 		October 1
<ul style="list-style-type: none"> ▪ Preliminary Proposal Review and Follow-up. Metro staff reviewed and provided comments on the adequacy of all traffic models. In addition, Metro provided partners with preliminary results from Metro corridor studies for West Seattle, Bellevue-Redmond and State-Route 99 South RapidRide. 		October
<ul style="list-style-type: none"> ▪ Proposal Refinement. Metro assisted applicants with the development of final proposals. During the first week of November, Metro hosted optional check-in meetings with each applicant to discuss the status of the applicant’s proposal. 		November – December
<ul style="list-style-type: none"> ▪ Final Proposals Received. Metro received eight proposals. The proposals included the following: a consortium of the cities of Federal Way, Kent, DesMoines and Sea Tac for the Highway 99 South RapidRide corridor; the cities of Bellevue and Redmond for the Bellevue-Redmond RapidRide; the cities of Shoreline and Seattle for the Aurora RapidRide corridors; and the city of Seattle for the Ballard and West Seattle RapidRide corridors and for the Non-RapidRide core connections served by Routes 5, 7, and 44. 		December 21 st
<ul style="list-style-type: none"> ▪ Review and Follow-up on RapidRide Proposals. Metro staff reviewed the five RapidRide proposals; questions of clarification were submitted to the proposers, as needed. 		January – February, 2008

<i>Speed and Reliability Partnerships – July 2007 through March 2008</i>		
<ul style="list-style-type: none"> ▪ Review and Follow-up on Non-RapidRide Proposals. Metro staff is in the process of reviewing the three non-RapidRide proposals for Routes 5, 7 and 44. Staff expect to complete these reviews in March; but based on the hours available for partnership awards at this time and the criteria for ranking all of the proposals, none of the non-RapidRide proposals are expected to rank high enough to earn a partnership award. However the evaluation will be completed by March and these proposals can be on a contingency list in the event that any of the higher ranked Proposals can not be advanced for any reason. 		February – March
<i>All Service Partnerships – January through December, 2008</i>		
<ul style="list-style-type: none"> ▪ Finalize recommendations for Financial Partnerships. After reviewing the proposed phasing plan for financial partnership service investments with prospective partners and confirming their intent to execute a contract, a final recommendation for financial partnerships and the associated phasing plan was prepared. 		February
<ul style="list-style-type: none"> ▪ Finalize Ranking of RapidRide Speed and Reliability Partnership Proposals. Metro staff completed a ranking of all five RapidRide proposals using the criteria described above. This was done in consideration of the number of total service partnership proposals under consideration and the fact that the criteria dictate that any awards for Speed and Reliability partnerships would be first made to qualified RapidRide corridors before awards to any non-RapidRide corridors would be possible. 		February
<ul style="list-style-type: none"> ▪ 2008 Service Partnership Contracts Finalized. Metro staff finalizes contracts for all of the recommended Direct Financial Partnerships to be awarded in 2008. 		March
<ul style="list-style-type: none"> ▪ Review and action by the King County Council. The King County Council will review staff recommendations and make final decisions on all Service Partnership awards. 		March
<ul style="list-style-type: none"> ▪ 2009-2012 Service Partnership Contracts Finalized Following approval by the King County Council of all Service Partnership awards and an associated phasing plan, Metro staff will finalize contracts for all the other Service Partnerships that will be implemented from 2009 to 2012 		December

Throughout the partnership development process, detailed information about all aspects of the Service Partnership program was provided on the King County Department of Transportation Website. The website received regular updates as the development process progressed.

Proposed Partnerships

King County Metro received Service Partnership proposals from municipalities and firms throughout King County in response the Call for Proposals issued in June 2007. The process for developing and refining proposals is described above. Proposed partnerships are identified below, and results of the Metro staff evaluations are provided in the following section and in the individual proposal evaluations.

Partnership proposals were initially screened to determine if they met the minimum requirements and intent of the Service Partnership Program. All partnerships listed below meet the minimum requirements and intent of the Service Partnership program^{vi}.

Direct Financial Partnerships Meeting Program Intent and Minimum Requirements

Route/Service	Partners	Proposal
Multiple Core Routes	<ul style="list-style-type: none"> ▪ City of Seattle 	Improve frequency on routes 3, 4, 11, 14S, 10, 12, 26, 28, and 44.
Route 269	<ul style="list-style-type: none"> ▪ City of Sammamish ▪ City of Redmond ▪ City of Issaquah ▪ Microsoft Corporation 	Provide increased weekday peak service frequency.
Route 153	<ul style="list-style-type: none"> ▪ City of Renton ▪ City of Kent 	Add midday service.
Route 644	<ul style="list-style-type: none"> ▪ City of Redmond ▪ Microsoft Corporation 	Continue WSDOT-Funded route past September 2008.
Multiple Core Routes	<ul style="list-style-type: none"> ▪ City of Seattle 	Improve frequency on routes 2, 13, and 48 and extend some Route 48 trips.
New Lakeland Hills Shuttle	<ul style="list-style-type: none"> ▪ City of Auburn ▪ Pierce Transit 	Provide peak-hour service between Lakeland Hills and Auburn Transit Station.
Route 187	<ul style="list-style-type: none"> ▪ City of Federal Way 	Improve frequency and span of service.
Multiple Core Routes	<ul style="list-style-type: none"> ▪ City of Seattle ▪ South Lake Union Partnership 	Increase frequency on routes 5, 7, 8, 60, 70, and 75, improve span on route 74, and extend some Route 60 trips.
New Route 913	<ul style="list-style-type: none"> ▪ City of Kent 	Establish new route connecting residential areas in the west and northwest sections of the city to downtown Kent.
Community Shuttle (Modified Route 910)	<ul style="list-style-type: none"> ▪ City of Auburn 	Provide community shuttle between specified residential neighborhoods and major trip generators.
Route 110	<ul style="list-style-type: none"> ▪ City of Renton 	Expand midday service extend to serve Coulon Park in the north and SW 27 th Street in the south.
Downtown Circulator	<ul style="list-style-type: none"> ▪ City of Bellevue 	Provide a two-way circulator service within Downtown Bellevue.

^{vi} One proposal - from Sound Transit to fund a new or modified King County Metro route to replace the West Seattle-SeaTac portion of Sound Transit's Route 560 - was removed from further consideration because it did not meet the intent of the program.

Route/Service	Partners	Proposal
Route 200	<ul style="list-style-type: none"> ▪ City of Issaquah ▪ Port Blakely Communities ▪ Timber Ridge at Talus ▪ Talus Residential Association 	Provide additional service on Route 200 with extensions to serve the Issaquah Highlands neighborhood, Issaquah Highlands Park-and-Ride lot, the Timber Ridge at Talus development, and the Talus Urban Village as far as the transit turnaround at Shangri-La Way.
New First Hill Route	<ul style="list-style-type: none"> ▪ Harborview Medical Center ▪ Swedish Medical Center ▪ Virginia Mason Medical Center 	Create a new route providing service between First Hill and Colman Dock, King Street Station, and International District Station.

Speed and Reliability Partnerships Meeting Program Intent and Minimum Requirements

Route/Service	Partners	Proposal
West Seattle RapidRide Corridor	<ul style="list-style-type: none"> ▪ City of Seattle 	West Seattle RapidRide corridor traffic operations improvements. (Metro RapidRide improvements to be implemented 2011)
Bellevue-Redmond RapidRide Corridor	<ul style="list-style-type: none"> ▪ City of Bellevue – lead ▪ City of Redmond 	Bellevue-Redmond RapidRide corridor traffic operations improvements. (Metro RapidRide improvements to be implemented 2011)
Highway 99 South RapidRide Corridor	<ul style="list-style-type: none"> ▪ City of Federal Way – lead ▪ City of Kent ▪ City of Des Moines ▪ City of SeaTac 	City improvements to traffic operations on corridor to increase transit speed (current Rt 174). (Metro RapidRide improvements to be implemented 2010.)
Ballard-Uptown RapidRide Corridor	<ul style="list-style-type: none"> ▪ City of Seattle 	Ballard-Uptown RapidRide routing via 15 th Ave NW and/or 24 th Ave NW (current routes 15 and 18) to be determined in 2009. Proposal was evaluated for each route separately and both together. (Metro RapidRide improvements to be implemented 2012.)
Aurora RapidRide Corridor	<ul style="list-style-type: none"> ▪ City of Seattle – lead ▪ City of Shoreline 	City improvements to traffic operations on corridor to increase transit speed (current Rt 358). Metro RapidRide improvements to be implemented 2013.
Route 5 Core Service Corridor	<ul style="list-style-type: none"> ▪ City of Seattle 	City improvements to traffic operations on corridor to increase speed of Rt 5.
Route 7 Core Service Corridor	<ul style="list-style-type: none"> ▪ City of Seattle 	City improvements to traffic operations on corridor to increase speed of Rt 7.
Route 44 Core Service Corridor	<ul style="list-style-type: none"> ▪ City of Seattle 	City improvements to traffic operations on corridor to increase speed of Rt 44.

Evaluation

All eligible Financial and Speed and Reliability Partnerships were evaluated according to the priority criteria identified in the Criteria Ordinance (see Program Description, above). Evaluation results for Financial and Speed and Reliability proposals are discussed separately below. Phasing of partnership investments is discussed in the following section.

Financial Partnerships

Each applicant submitted a form entitled *Checklist for Transit Now Direct Financial Partnership – Requirements and Priority Criteria* (“Checklist”) along with their partnership applications. The individual proposal evaluations included in Appendix A of this report contain both the applicants’ and Metro staff assessments in relation to the priority criteria. Differences between Metro staff and applicant assessments are discussed in the individual evaluation forms. Metro staff answers to the priority criteria are summarized in Table 1 below.

Proposals were ranked according to the criteria using the following two-step process:

1. Proposals were grouped according to the number of top criteria met. (For example, the Route 269 proposal, which met the top four criteria (and one additional criterion) ranked higher than Route 913, which met three of the top four criteria plus two additional criteria).
2. Where groups created in step 1 included more than one proposal, individual proposals within the group were ranked according to total ridership gain.

Table 1. Financial Proposal Evaluation Summary

Partners	Route/Service	Priority Criteria (In priority order, left to right)											Rank
		Total County-Funded Annual Platform Hours (Est.)	To/From/ Between Urban Center	Core Service Connect-ion	Urban/ Manufacturing Center Circulation/ SYP Strategy S-13	SYP Goals/ Objectives	More than 5 Year Commitment	>1/3 Cost Commitment	Additional Actions to Increase Ridership	Ridership Gain			
										Total	Annual ⁺	Per Hour ⁺	
City of Seattle	2008 Group: Routes 3, 4, 10, 11, 12, 14, 26, 28, 44	14,367	✓	✓	✓	✓	✓		✓	7,621,994	928,460	43	1
City of Seattle, South Lake Union Partnership	2010 Group: Routes 5, 7, 8, 60, 70, 74, 75	9,921	✓	✓	✓	✓	✓		✓	6,426,109	770,240	52	2
City of Seattle	2009 Group: Routes 2, 13, 48	5,893	✓	✓	✓	✓	✓		✓	5,142,027	626,370	71	3
Cities of Sammamish, Redmond, Issaquah; Microsoft Corporation	Route 269	2,773	✓	✓	✓	✓			✓	264,350	62,800	15	4
City of Kent	New Route 913	5,205	✓		✓	✓	✓		✓	520,733	99,960	13	5
City of Auburn, Pierce Transit	New Lakeland Hills Shuttle	1,539	✓		✓	✓		✓	✓	233,360	57,340	15	6
City of Auburn	Route 910	1,520	✓		✓	✓		✓	✓	139,400	33,120	12	7
City of Federal Way	Route 187	2,973	✓		✓	✓			✓	461,270	109,580	25	8
Cities of Renton and Kent	Route 153	2,600	✓		✓	✓			✓	402,270	95,570	25	9
City of Redmond, Microsoft Corporation	Route 644	3,167	✓		✓	✓			✓	287,180	62,870	14	10
City of Renton	Route 110	3,900	✓		✓	✓			✓	264,350	62,800	11	11
Harborview, Swedish and Virginia Mason Medical Centers	New First Hill Route	4,519	✓		✓	✓			✓	??	??	??	12
City of Bellevue	New Circulator	10,205			✓	✓			✓	690,000 – 1,070,000	137,000 – 214,000	12 - 18	13
City of Issaquah, Port Blakely Communities, Timber Ridge at Talus, Talus Residential Association	Route 200	7,364				✓	✓	✓	✓	287,180	62,870	17	14
	TOTAL	75,946*											

✓ Satisfies criterion + Year 5 Ridership Estimate * Does not include Children's Hospital Partnership (4,320 annual hours). Total with Children's Partnership Included: 80,267 annual Hours. Evaluation summaries for each proposed Financial Partnership are provided in Appendix A.

Speed and Reliability Partnerships

All eight of the Speed and Reliability proposals that were received met the minimum requirements for further consideration, based on the information submitted. Based on the *Transit Now* Ordinance, the five proposals for RapidRide corridors automatically had priority over the three proposals associated with non-RapidRide proposals, so the eight proposals divided into two distinct groups.

RapidRide Speed and Reliability proposals were ranked according to the priority criteria using the process described below.

1. **Transit Priority.** The proposals were stratified based on the level of transit priority provided, as measured by a travel time index. See Appendix C for a detailed description of the methodology used estimate travel time indices.
2. **Project Completion.** Each proposal within both of these groups was then assessed for the potential for the list of proposed improvement projects to be completed within five years. Factors considered during this assessment included the completion schedule submitted by the applicant, a review of known funding to complete the improvements and an assessment of the time required to design and construct the improvements based the scope and complexity of the work.
3. **Additional Actions.** Each applicant was given an opportunity to identify any additional complementary actions they might take to improve transit operations or ridership. All of the applicants submitted one or more actions

Table 2 summarizes the results of the evaluation and a proposed ranking for the five RapidRide Speed and Reliability proposals that were received. Non-RapidRide proposals are not ranked because estimates of travel time savings for these proposals have not yet been prepared.

Table 2: Speed and Reliability Proposal Evaluation Summary

Ranking	Speed and Reliability Proposals	Core Routes	Potential Partnership Hours ⁶	Speed and Reliability Partnership Priority Criteria - in priority order from left to right			
				The capital investment or traffic operation change by the partner or partners will create a transit speed and reliability benefit along a continuous RapidRide corridor	The partner(s) will commit to additional traffic operations management actions that achieve transit priority in excess of the required 10% travel-time savings	The improvements can be completed within five years ¹	The partner(s) will commit to the provision of complementary actions that improve operations or ridership.
1	West Seattle RapidRide	54	5,000	Yes	Yes - 16.4%	Yes - 2011	Yes
2	Bellevue-Redmond RapidRide	230 and 253	10,000	Yes	Yes - 15.2%	Yes - 2011	Yes
3	Highway 99 South RapidRide	174	5,000	Yes	Yes - 13.4%	Yes - 2010	Yes
4	Ballard-Uptown RapidRide	15 and/or 18	5,000 or 10,000 ²	Yes	Provisional ⁴ - 11.7% to 11.9%	Yes - 2012	Yes
5	Aurora RapidRide	358	5,000	Yes	Provisional ⁴ - 11.3%	Yes – 2013 ⁵	Yes
tdb	Route 5 ³	5	5,000	No	Travel Time Review not completed	No - 2014	Yes
tdb	Route 7 ³	7	5,000	No	Travel Time Review not completed	Yes - 2011	Yes
tdb	Route 44 ³	44	5,000	No	Travel Time Review not completed	No - 2015	Yes
	TOTAL		45,000 or 50,000				

¹ Assumes five year completion schedule is dated from the execution of Speed and Reliability agreements in 2008

² If the final Ballard-Uptown RapidRide routing is either 15th Avenue or 24th Avenue but not both, the maximum possible award for Ballard-Uptown RapidRide will be 5,000 hours. However, if the final RapidRide routing utilizes both 15th and 24th, then maximum possible award will be 10,000 hours.

³ City of Seattle has submitted the required information for these three proposals but the detailed review of the travel time analysis by Metro staff has not been completed in order to assign ranks 6, 7, or 8.

⁴ The Transit Travel Time Savings Index calculations for Aurora and Ballard-Uptown are provisional, pending further confirmation of some of the elements that make up the projected travel time savings forecast for each proposal. However, there is no adjustment anticipated as a result of this review that would in any way impact the ranking of the top three RapidRide proposals for this criteria.

⁵ A significant portion of the funding required to complete the Aurora improvement has not yet been secured.

⁶ Upon completion of traffic operations improvements, speed and reliability partners are rewarded with 5,000 annual transit service hours for each designated core route that benefits from the improvements. The reward hours may be placed on a different route, as agreed between Metro and the partner. These hours are over and above *Transit Now*-funded RapidRide services.

Phasing

Adopted Annual and Total Service Hours

As described in the Program Description section above, the 2007-2016 Strategic Plan identifies 90,000 County-funded annual platform hours for implementation of Service Partnerships to be phased over a six year period, as follows:

	2007	2008	2009	2010	2011	2012	2013	Total
Platform Hours	5,000	23,000	12,000	35,000	6,000	5,000	5,000	90,000

The *Transit Now* Ordinance requires that Direct Financial partnerships be given priority for implementation over Speed and Reliability partnerships. This requirement was interpreted to mean that 1) Speed and Reliability partnerships will receive only funds remaining after the allocation for Financial Partnerships is established, and 2) Speed and Reliability partnerships will be implemented later in the program than Financial Partnerships.

The 14 financial proposals being recommended for approval, plus the Children’s Hospital proposal will require a commitment of **77,506** County-funded annual platform hours. Based on these program parameters, there are approximately **12,500** hours remaining from the 90,000 hours currently available to support awards for Speed and Reliability partnerships.

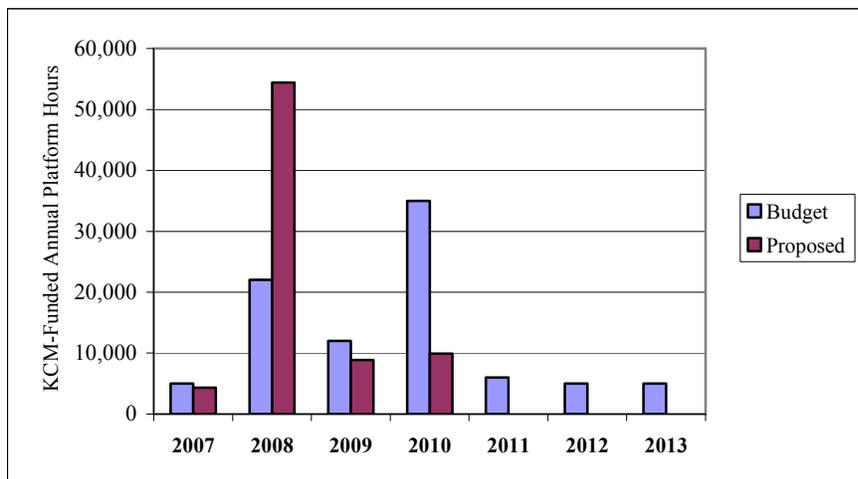
Based on the evaluation results discussed above and the amount of available funding, Metro proposes to fully fund the top ranked Speed and Reliability proposal, West Seattle RapidRide, and fund the second ranked Speed and Reliability proposal, Bellevue-Redmond RapidRide, with the funds remaining, as follows:

- West Seattle RapidRide: 5,000 annual hours (100% of potential hours)
- Bellevue-Redmond RapidRide: 7,494 annual hours (75% of potential hours)

Timing

As part of the Financial Partnership proposal submittals, applicants were required to provide a proposed implementation date for their respective partnerships. However, as shown in Figure 1, the number of hours proposed for implementation in 2008 far exceeds the number of hours budgeted for this year. Investments must be phased to be consistent with the adopted *Transit Now* phasing plan, and the implementation of some partnerships proposed for 2008 must be delayed until later in the program.

Figure 1. Direct Financial Partnership Hours by Year – Budget vs. Proposed



Metro’s proposed implementation dates are presented in Table 3 below. As required by the *Transit Now* Ordinance, all Financial Partnerships are proposed for implementation prior to Speed and Reliability Partnerships. While the proposed phasing schedule generally conforms to the budget identified above, proposed hours do not exactly match budgeted amounts in most years, although the identified improvements do conform to the overall 90,000 hour budget. It is assumed that some planned hours from one year would be carried over into the following year.

Table 3. Proposed Phasing Schedule

Partners	Proposal	Partnership Type	Total Hours	County-funded Hours	Partner-Funded Hours	Proposed Year
Children’s Hospital	Routes 25, 75	Financial	6,480	4,320	2,160	2007
City of Seattle	Routes 3, 4, 10, 11, 12, 14, 26, 28, 44	Financial	21,551	14,367	7,184	2008
Cities of Sammamish, Redmond, Issaquah; Microsoft Corp.	Route 269	Financial	4,160	2,773	1,387	
Cities of Renton and Kent	Route 153	Financial	3,900	2,600	1,300	
City of Redmond, Microsoft Corp.	Route 644	Financial	4,750	3,167	1,583	
City of Seattle	Routes 2, 13, 48	Financial	8,840	5,893	2,947	2009
City of Kent	New Route 913	Financial	7,807	5,205	2,602	
City of Seattle, South Lake Union Partnership	Routes 5, 7, 8, 60, 70, 74, 75	Financial	14,882	9,921	4,961	2010
City of Auburn, Pierce Transit	New Lakeland Hills Shuttle	Financial	3,848	1,539	2,309	
City of Auburn	Route 910	Financial	2,763	1,520	1,243	
City of Federal Way	Route 187	Financial	4,460	2,973	1,487	
City of Renton	Route 110	Financial	5,850	3,900	1,950	
City of Bellevue	New Bellevue Circulator	Financial	15,308	10,205	5,103	
City of Issaquah, Port Blakely Communities, Timber Ridge at Talus, Talus Residential Association	Route 200	Financial	11,412	7,364	4,048	
Harborview, Swedish and Virginia Mason Medical Centers	New First Hill Route	Financial	6,778	4,519	2,259	2011
City of Seattle	West Seattle RapidRide	Speed & Reliability	5,000	5,000	0	2012
Bellevue, Redmond	Bellevue-Redmond RapidRide	Speed & Reliability	4,773	4,773	0	2013
	TOTAL		132,522	90,000	42,522	

All eligible financial proposals have been proposed for implementation during the identified implementation schedule. In establishing the proposed phasing plan, Metro staff first considered the results of the evaluation and scheduled higher-ranked proposals earlier in the program, where possible.

Other factors considered in establishing the proposed phasing plan include the following:

- **Extent of routing change.** Whereas some proposals include only frequency or span improvements to existing routes, others include routing revisions. Because the potential for negatively impacting existing riders increases with the magnitude of routing revisions, public processes may need to occur prior to implementing some proposals, consistent with community-based planning principals outlined in Metro's Ten-Year Strategic Plan Strategy IM-4. Proposals unlikely to involve an extensive public process can be more easily implemented.
- **Operational feasibility.** Various operational issues were identified during the evaluation process that will affect the feasibility of implementing certain proposals, including the New Bellevue Circulator, New First Hill Route and Route 110. Proposals lacking significant operational issues can be implemented sooner in the program.
- **Adopted Phasing Plan, Annual Hours Restrictions and Requested Implementation Dates.** Partnership improvements are to be implemented over a six-year timeframe and Service Partnership hours cannot exceed one-half of new *Transit Now* hours in any given year. In 2008, the total amount of applicant-proposed annual service hours far exceeds the number of hours budgeted for this year (see Program Description, above). The implementation of some proposals proposed for 2008 must therefore be delayed until later in the program, as resources permit.
- **Relation to other planned system changes.** Certain proposals were designed to be implemented in concert with other planned changes to the transit system, such as the beginning of light rail service or the planned termination of a route currently funded by another entity. In the proposed phasing plan, such proposals are scheduled to occur in conjunction with related system changes.

A detailed discussion of the factors used to establish the proposed phasing plan is provided below.

2008

Based on the considerations described above, the following proposals were selected for implementation in 2008:

- **City of Seattle 2008 Group** (Routes 3, 4, 11, 14S, 10, 12, 26, 28, and 44). Of all the proposed partnerships, the City of Seattle's met the most criteria and were the only proposals to meet all the top five criteria. The City's proposed package for 2008 includes no routing changes and is operationally feasible.
- **Cities of Issaquah, Redmond, Sammamish; Microsoft Corporation** (Route 269). The Route 269 partnership is the only non-Seattle partnership that serves a Core Service Connection, and otherwise rated well in the evaluation. In addition, this proposal includes no immediate routing changes, is operationally feasible and requires no additional public process.
- **City of Redmond, Microsoft Corporation** (Route 644). This partnership is designed to provide funding to continue Route 644 after September 2008. The route will otherwise be eliminated for lack of funding^{vii}. This proposal is operationally feasible but does involve a routing change. The route would continue to provide service to all areas currently served by the route and would also provide service to an additional employment area in Redmond.

^{vii} Since Summer 2006, Route 644, a commute-oriented route from Kenmore to Overlake, has been funded by Washington State Department of Transportation (WSDOT), as part of the I-405 construction mitigation program. With the Kirkland I-405 project now complete, the service will operate with funding provided through a funding agreement between King County Metro, WSDOT and Microsoft Corporation between February and September 2008.

- **Cities of Kent and Renton** (Route 153). This proposal included no routing changes, is operationally feasible, fits within the identified budget for 2008 and requires no additional public process.

Metro staff is the process of negotiating contracts for the above partnerships. Partnership agreements for proposals to be implemented in 2008 must be finalized by May 15, 2008 for services to be implemented in September 2008.

2009

Based on the considerations described above, the following proposals were selected for implementation in 2009:

- **City of Seattle 2009 Group** (Routes 2, 13 and 48). Of all the proposed partnerships, the City of Seattle's met the most criteria and were the only proposals to meet all the top five criteria. The City's proposed package for 2009 includes no routing changes and is operationally feasible. In addition, improvements to Route 14 are associated with the integration of Metro service with Sound Transit LINK service, scheduled to begin operation in June 2009.
- **City of Kent** (New Route 913). This proposal is operationally feasible and would serve an area that currently lacks service. The regular routing identified for this route was determined to be operationally feasible, but a specific DART area has not yet been determined for this proposed DART route.

2010

Based on the considerations described above, the following proposals were selected for implementation in 2010:

- **City of Seattle 2010 Group** (Routes 5, 7, 8, 60, 70, 74, and 75). Of all the proposed partnerships, the City of Seattle's met the most criteria and were the only proposals to meet all the top five criteria. The City's proposed package for 2010 includes no routing changes, and is operationally feasible. This partnership would extend demonstration service on Routes 8 and 70 past 2010^{viii}.
- **City of Auburn, Pierce Transit** (New Lakeland Hills Shuttle). This proposal is operationally feasible and would connect Lakeland Hills to Downtown Auburn, a designated Urban Center.
- **City of Auburn** (New Route 910 and Route 919). This proposal is operationally feasible but involves changes to an existing route (Route 919) and may therefore require a public process.
- **City of Federal Way** (Route 187). This proposal includes no routing changes and is operationally feasible.
- **City of Renton** (Route 110). This proposal includes changes to the existing routing and may therefore require a public process. Input received during the public process would help to determine the final routing. During such a process, Metro staff would work with stakeholders to establish operationally feasible routing.

^{viii} Improvements to Route 8 and 70 would extend a transit demonstration by the South Lake Union Mobility Project, funded through a Federal Congestion Mitigation Air Quality (CMAQ) grant and contributions from local businesses. The demonstration is scheduled to occur in 2008-2009, so the proposed improvements would need to occur in 2010 to prevent a gap in providing service.

- **City of Bellevue** (New Circulator). Metro staff identified a number of operational issues related to this proposal, as discussed in the individual proposal evaluation. Most significantly, it was determined that the proposed route cannot be operated at the specified frequency during all hours with the resources identified in the proposal.
- **City of Issaquah, Port Blakely Communities, Timber Ridge at Talus, Talus Residential Association** (Route 200). The proposed routing was determined to be operationally feasible with the proposed coach type (transit van). The proposal involves changes to the existing routing and may therefore require a public process. This is the only proposal that does not serve a designated Urban Center.

2011

Based on the considerations described above, the following proposal was selected for implementation in 2011:

- **Harborview, Swedish and Virginia Mason Medical Centers** (New First Hill Route). The proposed routing for this new route was found to be operationally infeasible. In addition, Metro has not yet received commitment from the proposed partners to contribute the required \$200,000 per year for a new route. Because a final routing pattern has not been established, ridership estimates could not be prepared for this proposal. Based on these considerations, this proposal is proposed to be implemented after all other financial partnerships, should the partners agree to provide required funding.

2012

Based on the considerations described above, the following proposal was selected for implementation in 2012:

- **City of Seattle** (West Seattle RapidRide Speed and Reliability Hours). This proposal was the highest ranked Speed and Reliability partnership and is therefore recommended to be implemented before the other Speed and Reliability partnership proposed for implementation (Bellevue-Redmond RapidRide).

2013

Based on the considerations described above, the following proposal was selected for implementation in 2013:

- **Cities of Bellevue and Redmond** (Bellevue-Redmond RapidRide Speed and Reliability Hours). This proposal is proposed to be implemented last because 1) Speed and Reliability partnerships are to be implemented after financial partnerships, and 2) it ranked lower than the West Seattle RapidRide Speed and Reliability proposal.

In addition to the proposed adoption of two RapidRide corridor service partnerships agreements, the following contingency award list for three other RapidRide corridors and three core corridors is proposed, as shown in Table 4. These proposals listed in this table would be implemented in the order shown, in the event that a higher-ranked proposal not be executed or be terminated prior to its full term, or should additional hours be allocated to this program as provided in *Transit Now* ordinance 15582.

Table 4. Partnerships Contingency List

Evaluation ranking	Route/Service	Partners	Proposal
1 <i>(Remainder of service reward for speed & reliability improvements)</i>	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Bellevue – lead ▪ City of Redmond 	Bellevue/Redmond RapidRide corridor traffic operations improvements by cities to increase transit speed (current Rts 230 & 253). Metro RapidRide improvements to be implemented 2011.
2	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Federal Way – lead ▪ City of Kent ▪ City of Des Moines ▪ City of SeaTac 	Highway 99 South RapidRide corridor traffic operations improvements by cities to increase transit speed (current Rt 174). Metro RapidRide improvements to be implemented 2010.
3	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Seattle 	Ballard/Uptown RapidRide corridor traffic improvements to increase transit speed. Routing via 15 th Ave NW and/or 24 th Ave NW (current routes 15 and 18) to be determined in 2009. Proposal was evaluated for each route separately and both together. Metro RapidRide improvements to be implemented 2012.
4	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Seattle – lead ▪ City of Shoreline 	Aurora RapidRide corridor traffic improvements by cities to increase transit speed (current Rt 358). Metro RapidRide improvements to be implemented 2013.
5*	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Seattle 	City improvements to traffic operations on corridor to increase speed of Rt 5.
6*	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Seattle 	City improvements to traffic operations on corridor to increase speed of Rt 7.
7*	Route location t.b.d.	<ul style="list-style-type: none"> ▪ City of Seattle 	City improvements to traffic operations on corridor to increase speed of Rt 44.

** Preliminary evaluation as of 2/14/08.*

Upon completion of traffic operations improvements, speed and reliability partners are rewarded with 5000 annual transit service hours for each designated core route that benefits from the improvements. The reward hours may be placed on a different route, as agreed between Metro and the partner. These hours are over and above Transit Now-funded RapidRide services and would remain in place so long as the partners improvemens do.