

Revised schedule and process for speed and reliability partnerships

August 24, 2007

General Adjustments

- **Final deadline for speed and reliability proposals extended to December 21, 2007.**

King County Metro has decided to extend the due date for **final** speed and reliability partnership proposals, but to introduce some interim deadlines both for partners and for Metro staff. These adjustments will give both parties more time to analyze, develop, and evaluate the proposals. The revised schedule also responds to the need for proposing cities to understand actions Metro may take on RapidRide corridors regardless of partnerships, so that applicants' proposals can complement Transit Now improvements. *Note: This schedule extension applies only to speed and reliability partnership proposals. October 1 remains the deadline for **final** proposals for financial partnerships.*

- **Rapid Ride analysis available October 31, 2007 for three corridors.**

Metro has begun to identify potential actions to improve transit speed and reliability for the State Route 99 South, Bel-Red, and West Seattle RapidRide corridors. This work includes the development and calibration of Synchro models. Preliminary results from these three efforts will be shared with the potential partners in these areas so they need not duplicate the modeling or proposed improvements as part of their proposals.

- **OK to use VISSIM model.**

Some proposers have asked to be allowed to use a VISSIM micro simulation model in lieu of Synchro to analyze the proposed transit benefits. This will be allowed with the understanding that the cost to develop and calibrate the VISSIM model will be borne by the applicant, that the applicant must insure that the model is constructed by staff who are qualified to develop this tool, and that sufficient data-collection resources are expended to calibrate the model to reflect existing conditions.

Detailed Timeline Revisions

October 1, 2007: Partners submit models, data, supporting calibration details, and a preliminary list of improvements.

- For corridors with the potential for two or more participating cities, all cities that are going to participate must so indicate by this date. If they do not, they cannot be added at a later date.

- Applicants proposing for any core routes other than West Seattle, State Route 99 South and Bel-Red core routes (see October 31 section below) must submit calibrated Synchro (or VISSIM) models for their candidate core connections along with documentation of the floating car runs and other data collection. The calibration must be based on traffic counts collected within the last three years and reflect 2007 existing conditions. These models shall reflect current signal timings. Metro plans to review and comment on the adequacy of all the Synchro models by October 31. Applicants will be expected to address any deficiencies that Metro identifies in their baseline models prior to using them as the basis for evaluating a set of transit improvements.
- Proposers shall submit a preliminary list of the improvements they expect to analyze. This list may be refined over the next few months.
- Proposers shall inform Metro whether they expect to perform the required analysis with in-house resources or with consultants.
- Metro staff will host one or more training sessions in the first two weeks of October on the application of Synchro and the Transit Signal Priority Interactive model using the approved evaluation methodology. Proposers will be asked to indicate if they want to avail themselves of this training and to identify the person they will be sending.

For specific content of the preliminary proposal, please refer to www.metrokc.gov/kcdot/transitnow/partnerships/speed_proposal.stm

October 31, 2007: Technical information available from Metro on three RapidRide corridors

- Preliminary results from the Metro corridor studies for the West Seattle, Bel-Red, and State-Route 99 South RapidRide analysis will be shared with any applicants planning to propose partnerships on those corridors. This will include calibrated Synchro models.

November 1, 2007-December 20, 2007: Proposal development

- Metro staff members will be available to help applicants develop final proposals and use the evaluation methodology correctly. However, each applicant will be responsible for preparing the required technical documentation.
- During the first week in November, Metro will host check-in meetings with each applicant to discuss the status of the applicant's proposal. These meetings will be optional but are highly recommended.

December 21, 2007: Final speed and reliability proposals due

- Final proposals are due. At a minimum they should include all of the following:
 1. Summary sheet of computed transit travel time savings by improvement (per required format)
 2. Revised Synchro model that incorporates any new proposed signal coordination timings, TSP settings, signal phasing, or channelization
 3. TIM spreadsheets documenting any proposed TSP benefits
 4. Scale drawings of all proposed channelization changes, including identification of the number of parking stalls that will be removed and turning radius improvements
- More guidance on the contents/format of the final proposal will be developed and issued to all proposers.

First Quarter, 2008: Metro evaluates speed and reliability proposals

- Metro staff will evaluate and rank all submitted speed and reliability proposals.
- Follow-up meetings may be scheduled with applicants to clarify what has been proposed but not to amend or augment it.
- Based on the results from the evaluation of financial partnerships and the number of hours available for speed and reliability partnerships, staff recommendations on speed and reliability partnership awards will be prepared.
- The King Council Council will be asked to take action on both financial and speed and reliability partnerships late in the quarter.