

**King County, RapidRide F Line BRT**  
**Seattle, Washington**  
**Project Development**  
(Based upon information received by FTA in November 2010)

<b>Summary Description</b>	
<b>Proposed Project:</b>	Bus Rapid Transit 10.0 Miles, 19 Stations
<b>Total Capital Cost (\$YOE):</b>	\$36.80 Million
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$15.88 Million (43.2%)
<b>Annual Forecast Year Operating Cost:</b>	\$5.40 Million
<b>Opening Year Ridership Forecast (2013):</b>	7,400 Average Weekday Boardings
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** King County Metro (KCM) is planning the RapidRide F Line bus rapid transit (BRT) line. It would be the sixth such line implemented by KCM and would provide connections between the cities of Burien, SeaTac, Tukwila and Renton, as well as to a commuter rail and light rail hub and three park-and-ride facilities. The RapidRide F Line project includes implementation of transit signal priority at 35 intersections and purchase of 13 low-floor, low-emission, hybrid buses. In addition to new stations, the RapidRide F Line would serve 12 enhanced bus stop locations and 20 standard stop locations.

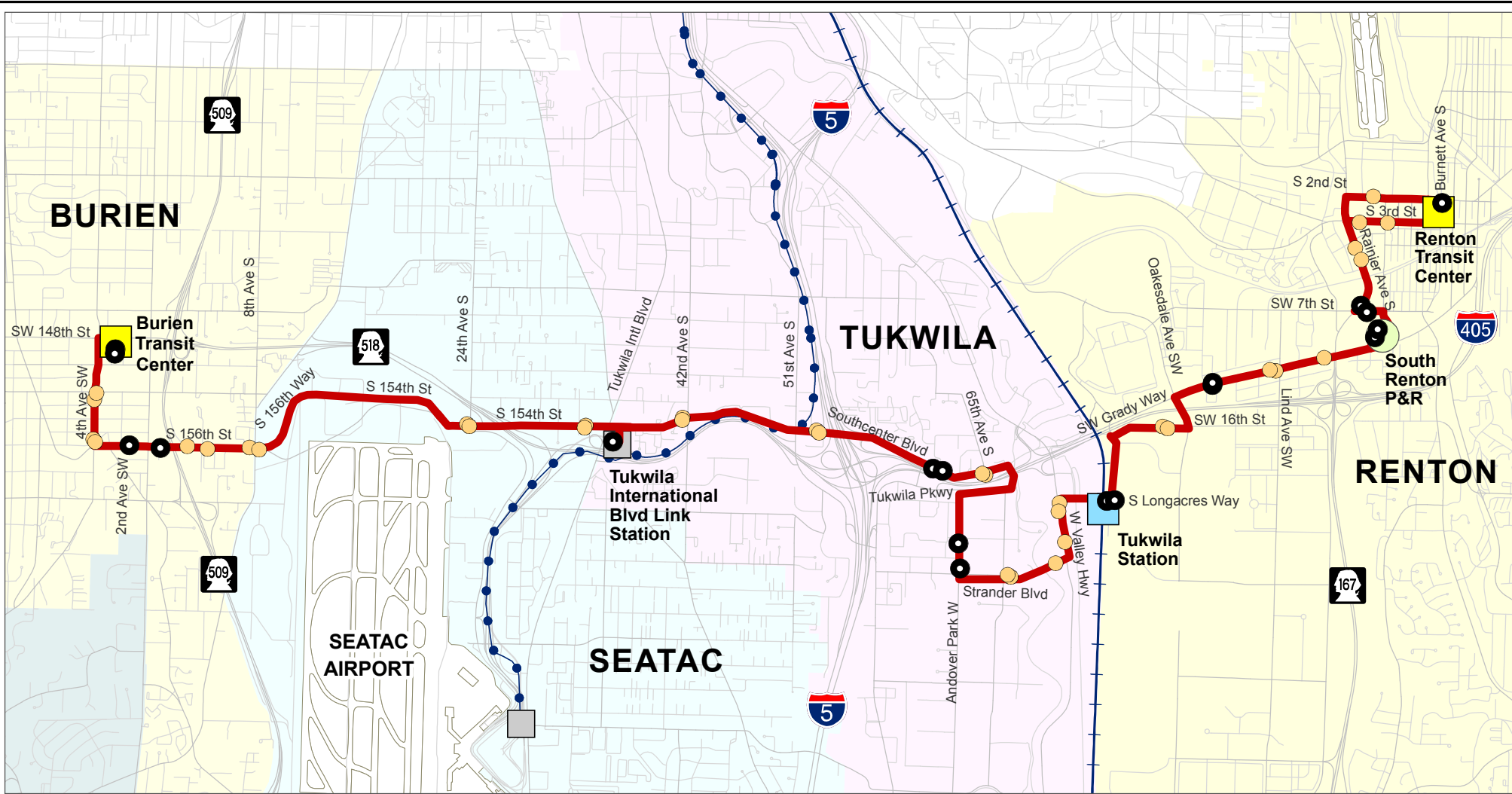
**Project Purpose:** The RapidRide F Line project would replace Route 140, which provides over 640,000 trips annually. Transit vehicles are regularly slowed by general congestion and transit users frequently face an unfriendly pedestrian environment. The RapidRide F Line project would address these concerns by implementing speed and reliability improvements, and by improving transit users' experience on board and at stops and stations. Through the implementation of transit signal priority and other improvements, KCM estimates that bus service would be 12 percent faster, saving an estimated seven minutes per trip.

**Project Development History, Status and Next Steps:** KCM began an alternatives analysis in early 2010 that was completed in September 2010. In May 2010, the project was adopted into the Puget Sound Regional Council's fiscally constrained long range transportation plan. In September 2010, FTA approved a documented categorical exclusion for the project. FTA approved the RapidRide F Line into project development as a Very Small Start in December 2010. KCM anticipates receiving a construction grant in 2011, with start of revenue operations in 2013.

## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 Small Starts	\$15.88	43.2%
FHWA Flexible Funds (CMAQ)	\$0.65	1.8%
<b>Local:</b>		
Metropolitan-County Sales and Use Tax	\$9.44	25.7%
Metropolitan-County Property Tax	\$9.45	25.7%
City of Tukwila Capital Improvement Budget	\$1.38	3.8%
<b>Total:</b>	<b>\$36.80</b>	100.0%

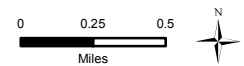
**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.



# Proposed RapidRide **F** Line Burien/Renton

**LEGEND**

- Proposed RapidRide F Line
- Link Light Rail & Station
- Station Stop
- Other Stop
- Transit Center
- Permanent Park&Ride
- ■ Sounder Commuter Rail & Station



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Map produced by King County Department of Transportation, Transit Division, Service Development Section, Service Planning Group  
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