



Legislation Details (With Text)

File #: 2020-0120 **Version:** 2

Type: Ordinance **Status:** Passed

File created: 3/24/2020 **In control:** Mobility and Environment Committee

On agenda: **Final action:** 4/28/2020

Enactment date: 5/8/2020 **Enactment #:** 19098

Title: AN ORDINANCE establishing the Locally Preferred Alternative including the alignment and station locations of the RapidRide I Line (Renton-Kent-Auburn).

Sponsors: Dave Upthegrove

Indexes: Auburn, City of, Kent, City of, Renton, City of

Code sections:

Attachments: 1. Ordinance 19098 FINAL.pdf, 2. 2020-0120 legislative review form, 3. A. RapidRide I Line Locally Preferred Alternative Report, 4. B. Supplement to Attachment A - Station Locations, dated April 16, 2020, 5. B. RapidRide I Line Community Engagement Summary, 6. 2020-0120 Transmittal Letter, 7. 2020-0120_Fiscal Note RapidRide I Line_Updated4-16-20.xlsx, 8. 2020-0120 Copy of 4-0-RapidRide I Line Fiscal Note, 9. 2020-0120 2-1-RapidRide I Line Support Letter - Kent, 10. 2020-0120 2-2-RapidRide I Line Support Letter - Renton, 11. 2020-0120 2-3-RapidRide I Line Support Letter - Auburn, 12. 2020-0120 5-0-RapidRide I Line LPA EIR, 13. 2020-0120_SR_RapidRide-I-Line.docx, 14. Amendment 1.pdf

Date	Ver.	Action By	Action	Result
4/28/2020	1	Metropolitan King County Council	Passed as Amended	Pass
3/24/2020	1	Metropolitan King County Council	Introduced and Referred	

AN ORDINANCE establishing the Locally Preferred Alternative including the alignment and station locations of the RapidRide I Line (Renton-Kent-Auburn).

STATEMENT OF FACTS:

1. Via Ordinance 18449, enacted February 1, 2017, the King County council adopted and executive signed King County Metro's long-range transit service and capital plan, METRO CONNECTS, which identifies an expanded network of future RapidRide lines for implementation, including the I Line (Renton-Kent-Auburn).

2. Via Ordinance 18301, enacted June 16, 2016, the council approved the 2015 update to Metro's Strategic Plan for Public Transportation 2011-2021 and associated Service Guidelines. The plan describes current and future planning work required to implement additional RapidRide bus rapid transit service in King County.

3. Via Ordinance 18409, enacted November 17, 2016, the council adopted and executive signed the 2017-2018 Biennial Budget, included Section 132, Provisos P4 and P5, requiring the

executive to submit reports describing the process for implementing new RapidRide lines.

4. Via Motion 14956, passed September 18, 2017, the council approved a report on the implementation of new RapidRide lines as required by Ordinance 18409, Section 132, Proviso P5, titled Implementation of New RapidRide Lines/METRO CONNECTS RapidRide Expansion, which identifies the I Line as one of the next generation RapidRide lines to be implemented.

5. Via Ordinance 18835, enacted November 14, 2018, the council adopted and executive signed the 2019-2020 Biennial Budget, including the capital project 1134237 to implement the RapidRide I Line.

6. As documented in the Community Engagement Summary, in 2019, the Metro transit department conducted community engagement concerning the proposed alignment and station locations for the RapidRide I Line in the communities in which it will operate, including Renton, Kent and Auburn. As part of that community engagement, the Metro transit department consulted the cities of Renton, Kent and Auburn to accommodate city priorities regarding station locations and proposed right of way improvements, street and facility design and proposed transit priority treatments, consistent with bus rapid transit concepts.

7. The report required by Ordinance 18409, Section 132, Proviso P5, states that specific routing shall be determined by the council and be consistent with the corridor descriptions in the report.

8. The proposed RapidRide I Line alignment is consistent with the corridor descriptions in the report required by Ordinance 18409, Section 132, Proviso P5.

9. The RapidRide I Line will compete to receive grant funding from the Federal Transit Administration's Small Starts grant program, with the goal of entering into a Small Starts grant agreement.

10. The Federal Transit Administration requires that Small Starts grant-funded projects operate transit service at the level specified in the grant agreement for a defined period of performance. The period of performance for such service level commitments is at the discretion of the Federal Transit Administration and is a prescribed condition of receiving federal financial assistance.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The RapidRide I Line (Renton-Kent-Auburn) Locally Preferred Alternative that establishes the alignment and general station locations, substantially as set forth in Attachment A and Attachment B to this ordinance, is hereby approved to allow design and construction of RapidRide infrastructure and facilities design and construction.

SECTION 2. Before the implementation of RapidRide I Line service, the executive shall notify the King County council and the cities of Renton, Kent and Auburn of any substantial changes to station locations. The notice to the King County council shall be filed in the form of a paper original and an electronic copy with the clerk of the council, who shall retain the original and provide an electronic copy to all councilmembers. Following the implementation of RapidRide I Line service, the Metro transit department shall consult with the cities of Renton, Kent and Auburn before making any changes to the routing or station locations.

SECTION 3. Before the start of RapidRide I Line service, the executive shall transmit to the council a service change ordinance in accordance with K.C.C. 28.94.020 that identifies hours of operation and service levels by period of the day.

SECTION 4. For the purpose of securing federal financial assistance for the development and

implementation of RapidRide I Line capital projects as documented in the six-year capital improvement program, the executive or designee is authorized to enter into a RapidRide I Line project agreement that includes defined service level commitments as a prescribed condition of receiving federal funds, but only if the following conditions are met:

- A. The contractual service commitment does not exceed the period of performance specified in the federal grant agreement; and
- B. The contractual service commitment does not exceed five years from the opening of revenue service.