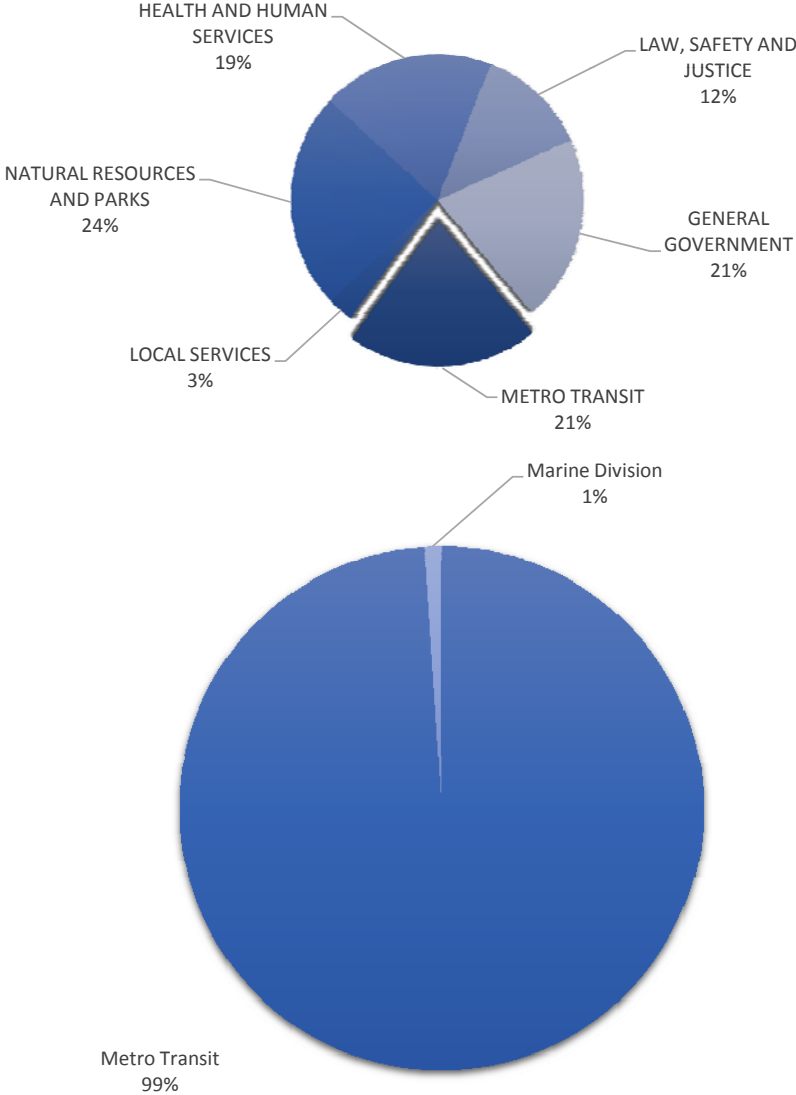


METRO TRANSIT

Metro Transit \$2.5 Billion



Due to rounding, figures in pie chart may not add to 100%.

INTRODUCTION

Metro Transit is the region's largest public transportation agency delivering 3.9 million hours of fixed-route bus service and more than 130 million rides each year across all products and services, including:

- *Fixed Route Services: services that operate on predictable paths on pre-planned schedules operated by Metro Transit, including bus, rail, streetcar, and water taxi.*
- *Contracted Services: services delivered under contract with Metro Transit that provide customized options to communities or populations, including DART and Access.*
- *Shared and Connected Services: services where Metro Transit acts as a mobility broker and may provide a vehicle, technology or support, including Vanpool, Vanshare, Rideshare, Community Access Transportation (CAT), Community Connections, and Alternative Services.*

These services are performed by the Department of Metro Transit. This new department was created from the former Metro Transit and Marine Divisions that were part of the Department of Transportation (DOT). The remaining divisions from the former DOT have been reorganized as follows: Fleet Administration and the King County International Airport are now in the Department of Executive Services and the Road Services Division is now in the newly formed Department of Local Services.

All of the services in the Department of Metro Transit are supported by dedicated funding sources and provide the best possible public transportation services and improve regional mobility and quality of life in King County.

METRO TRANSIT DEPARTMENT

Mission

Provide the best possible public transportation services and improve regional mobility and quality of life in King County.

Overview

Metro Transit is the region's largest public transportation agency delivering 3.9 million hours of fixed-route bus service and more than 130 million rides each year across all products and services, including through:

- *Fixed Route Services: services that operate on predictable paths on pre-planned schedules operated by Metro Transit, including bus, rail, streetcar, and water taxi.*
- *Contracted Services: services delivered under contract with Metro Transit that provide customized options to communities or populations, including DART and Access.*
- *Shared and Connected Services: services where Metro Transit acts as a mobility broker and may provide a vehicle, technology or support, including Vanpool, Vanshare, Rideshare, Community Access Transportation (CAT), Community Connections, and Alternative Services.*

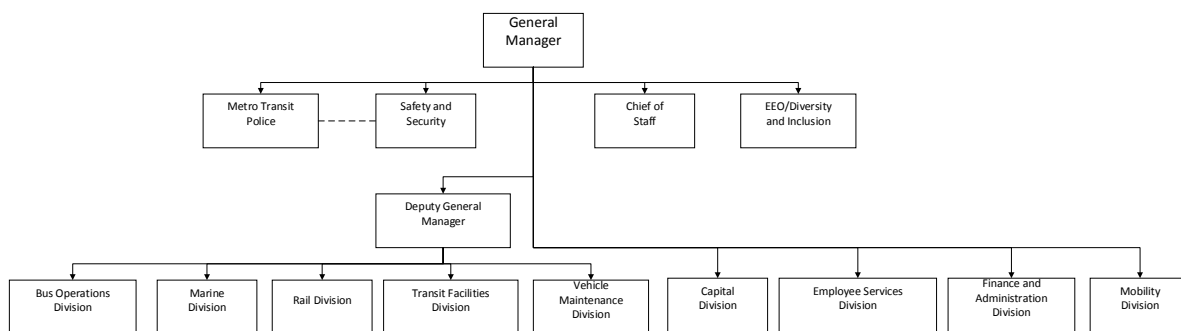
On December 11, 2017, the King County Council passed Motion 15026 providing guidance on the establishment of the Metro Transit department and organization priorities.

As King County continues to see rapid growth in jobs and population, the region is counting on Metro to provide more and better transit options that are cost-effective, equitable, and accessible to all. Becoming a department will help Metro Transit deliver its **equity, sustainability, and safety** priorities and strategic goals.

To achieve this, Metro Transit designed a d2D (division to department) process as an employee engagement and process improvement effort to help achieve three important objectives:

1. Grow Metro Transit’s organizational knowledge; increase opportunities for employees to participate and recommend workplace improvements; diversify perspectives; and create internal support for the department transition;
2. Improve processes, policies, and programs across all areas of Metro Transit’s business; highlight gaps and overlaps in existing processes and communications; identify ways of doing business differently; and
3. Create more responsive organizational and management structures to provide a strong foundation to accomplish agency priorities and strategies.

The resulting departmental organization structure, as designed by employee-led teams, is shaped as follows:



Challenges, Opportunities, and Strategic Issues

The ability to meet Metro Transit’s mission to provide the best public transportation services and improve regional mobility and quality of life in King County is shaped by:

- **Regional growth**—After decades of consistent job and population growth, the Puget Sound Regional Council expects the region to add over 1 million more people and 800,000 more jobs by 2040. This growth limits the real estate available to expand roadway capacity and increases the demand for fast, reliable transit, and other mobility service that is a challenge to deliver on congested roadways.
- **Base capacity constraints**—Current capacity to park and maintain Metro Transit’s fleet of 1,500 buses is strained. In order to meet planned future service delivery targets, the department will need space and facilities for 150 more buses in the near-term, for another 250 buses by 2025, and for another 250 by 2030. This will require expansion of existing base capacity through the planning, siting, and construction of the equivalent of two more operating bases.
- **Transportation innovations**—The transportation market is rapidly changing. Rideshare and micro-transit companies are changing an individual’s relationship with mobility through app-based, on-demand access to transportation services. These business models disrupt the status quo and pose a choice: embrace and lead these innovations by facilitating new mobility partnerships or be relegated to the sidelines.
- **Equity in mobility**—Metro is committed to reducing historic disparities and addressing transportation barriers as described in the *Equity and Social Justice Strategic Plan, 2016-2022*. This includes planning, developing, and delivering mobility solutions that provide access to

opportunities for people with low or no incomes, people of color, seniors, people with limited English proficiency, people with disabilities, and those who commute during non-peak travel periods or live or work in rural areas.

- **Customer information**—Customers expect a seamless experience with more real-time information on how to travel, connect between modes, and pay for services. Many platforms are being developed by public and private organizations to help connect the various available transportation services.
- **Environmental sustainability**—Transportation accounts for nearly half of all greenhouse gas emissions in Washington. As the largest public transportation provider in the Puget Sound region, Metro plays a key role in reducing the number of single-occupant vehicles on the road and their associated pollution. King County's *2015 Strategic Climate Action Plan update* established a target of reducing countywide sources of greenhouse gas emissions (compared to a 2007 baseline) by 25 percent by 2020, 50 percent by 2030, and 80 percent by 2050.
- **Fleet technology**—Consistent with environmental sustainability goals but offering its own challenges, Metro Transit is taking steps to acquire 120 battery-electric buses in the coming years, and to transition the entire fleet to battery-electrics and trolleys powered by renewable energy as early as 2036. This commitment will inform how the department reconfigures and expands base capacity and system-wide infrastructure. It will also require investments in current and future employees to ensure they have the necessary skills to maintain this fleet.
- **Financial sustainability**—Metro's existing revenue structure is heavily (more than 50 percent) reliant on sales tax, which is a highly volatile revenue source. As a result of recent regional and state tax measures, the region is experiencing taxation fatigue. Metro faces additional revenue uncertainty as the City of Seattle contemplates its approach to transportation benefit district funding that currently supports almost 400,000 transit service hours and is due to expire in 2020. In addition, Metro's current revenue streams are insufficient to provide the system and services outlined in METRO CONNECTS, Metro's long-term vision.

Metro Transit is guided by adopted plans and policies including:

- METRO CONNECTS (Metro's long-range vision, 2017)
- Strategic Plan for Public Transportation 2011-2021 (Metro's policy direction, 2015)
- Fund management policies (financial guidance to direct investments, 2016)
- King County Metro Service Guidelines (prioritization and implementation guidelines for the delivery of transit services, 2016)
- Countywide plans, including the King County Strategic Plan, Equity and Social Justice Strategic Plan, and Strategic Climate Action Plan

Metro has also embraced the following values in delivering its mobility system:

- Keep the system safe and make it safer
- Deliver great service
- Improve service reliability
- Make Metro a great place to work

With a METRO CONNECTS adopted 2040 vision of 6 million hours of fixed route transit service, an aligned Capital Improvement Program, and a diverse portfolio of mobility services, Metro Transit's overall strategies and targets include:

I. Make Transit Easy to Use, Available to All

Provide integrated equitable and accessible mobility service

- Provide faster and more frequent and reliable fixed-route service to more places
- Find creative ways to serve less-dense areas, using new technology and business models and partnerships
- Integrate Metro's services with Sound Transit and other transit agencies to give customers seamless travel

Target: Within 5 years, 235 million rides delivered annually in King County across all Metro Transit-operated or partnered services.

II. Get Things Built

Accelerate the development of transit infrastructure that is critical to service growth

- Develop the needed infrastructure (bus base, layover, corridor improvements, etc.)
- Streamline the organization and processes to get things done quickly and efficiently

Target: Deliver capacity for 200-250 coaches and the vehicle maintenance and related services by 2021, 2023, 2025, and 2030, while also delivering the capital in support of RapidRide and other service growth.

III. Partner with Others

Amplify the capacity of our system through partnerships

- Collaborate with others to deliver service growth, build infrastructure, and offer innovative mobility services
- Strengthen the reputation for being out-front, easy to work with and moving quickly

Target: Establish the framework and partnerships with jurisdictions and businesses to support the implementation of METRO CONNECTS in 20 transit corridors.

IV. Enable Employees to Do Top Quality Work

Deliver by building a highly motivated and high-performing workforce

- Hire skilled, motivated employees
- Offer training and development opportunities
- Promote health and well-being
- Reward high performance
- Work proactively

Target: Establish at least five apprenticeship or internship programs, four Wellness Centers, a comprehensive training and development program, and a recruitment and hiring pipeline capable of supporting Metro Transit service growth.

2019-2020 Priorities

After 678,000 hours of service growth over four years, as well as nation-leading record ridership, King County Metro Transit is poised to deliver on continued expansion while also becoming a more nimble agency and transit system. In 2019-2020, Metro Transit proposes new investments in support of the above overall strategies and targets, including the following highlights.

Strategy	2019-2020 New investments	Measuring success
<p>Make transit easy to use, available and accessible to all</p>	<ul style="list-style-type: none"> • Increase bus service by 177,000 hours • Improve equitable access to service planning through community-based organizations • Improve quality of Access paratransit service • Implement an income-based fare pilot • Transition Community Connections (formerly Alternative Services) from pilots to permanent service with focus on innovative mobility solutions 	<ul style="list-style-type: none"> • Fixed-route ridership in 2020: 128.9 million • Hours of fixed-route service in 2020: 4.1 million • Partner with community-based organizations in 100 percent of major mobility planning outreach • At least a 92 percent on-time performance for Access paratransit service • Successful implementation of Community Connections projects
<p>Get things built and build capacity</p>	<ul style="list-style-type: none"> • Invest in capital projects to support operating growth • Establish an asset management program • Create a more effective organization for the capital program • Make METRO CONNECTS investments 	<ul style="list-style-type: none"> • Add operating capacity by 2021, 2023, 2025, and 2030 • Achieve Federal Transit Administration State of Good Repair program goals • Meet at least 80 percent of project milestones scheduled in the biennium • Build seven new RapidRide lines by 2027
<p>Partner with others</p>	<ul style="list-style-type: none"> • Strengthen existing partnerships 	<ul style="list-style-type: none"> • Develop partnerships in corridors where new service will be delivered or existing service expanded • Increase ORCA use through employer programs
<p>Enable employees to do top-quality work</p>	<ul style="list-style-type: none"> • Establish wellness centers • Improve training in operating units • Convert successful apprenticeship programs from pilot to permanent status and grow these programs 	<ul style="list-style-type: none"> • Four wellness centers by the end of 2020 • Improved employee skills, in both variety and competency, and increased employee satisfaction • More qualified applicants with the skills and trades needed • Increased diversity in applicant pools so they are representative of the community

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Operating Budget Summary	Expenditures	Revenues	Reg FTE	TLT
2017-2018 Revised Budget	1,630,277,208	1,785,912,938	4,773.2	41.0
Base Budget Adjustments	51,996,394	(534,488)	1.3	1.0
Decision Package Adjustments	208,266,973	7,343,742	482.6	5.0
2019-2020 Executive Proposed Budget	1,890,540,575	1,792,722,192	5,257.1	47.0
2019-2020 Executive Proposed Ordinance	1,890,541,000	1,792,723,000	5,257.1	48.0

Notes

1. The 2017-2018 Revised Budget equals the 2017-2018 Adopted Biennial Budget plus all Adopted Supplementals as of the publication of this document.

2. Adjust base budget to remove one-time changes, annualize supplemental changes, and increase personnel budgets to 2019-2020 rates. Personnel budgets reflect projected 2019-2020 salary and benefit rates, current position classifications, and step/merit increases.

3. The Executive Proposed Budget is the sum of the Revised Budget, Base Budget Adjustments, and Decision Package Adjustments. All FTEs / TLTs are rounded to the nearest 1/10th of a position and in some cases, rounded numbers may not add up to the FTE/TLT totals in Executive Proposed. In the Executive Proposed Ordinance, expenditure and revenue totals are rounded up to the nearest 1,000 and FTEs and TLTs are rounded up to the maximum monthly FTEs / TLTs in the Biennium.

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
Direct Service Changes				
(DS_001) Bus Service Adds Increase bus service by 177,000 hours in the biennium. Specific investments include the following: (1) 29,000 hours for movement of buses from the downtown transit tunnel starting in March 2019; (2) 48,000 hours to address crowding, reliability, and restructure investments consistent with the adopted Service Guidelines; (3) 130,000 hours for growth in partner funded services, primarily through the City of Seattle Community Mobility Contract; and 4) a reduction of 30,000 hours by converting fixed route bus services that are lower productivity to DART services to better meet the mobility needs of these areas.	33,343,277	0	170.0	(2.0)
(DS_002) ACCESS Service Baseline Adjustment Adjust expenditures for cost changes not accounted for in proforma as well as the forecasts for diesel and gasoline.	1,363,431	0	0.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_003) Vanpool Program Expansion Fund an annual increase of 70 vanpools and three vanshare groups in 2019 and 2020, for a total increase of 146 groups. The costs reflect adjustments for fuel and maintenance costs for the additional vehicles. In addition, a three percent fare increase is proposed to meet policy guidance for program cost recovery. The impact of this fare increase is reflected in package TA_050.	1,304,529	0	0.0	0.0
(DS_004) Alternative Services / Community Connections Program Provide ongoing staffing and resources to support the Community Connections (formerly known as Alternative Services) program as it transitions from a pilot to an ongoing program. The program is currently administered primarily by TLTs, and as the program becomes an ongoing body of work, TLT staffing is no longer appropriate. These resources will include support to ensure the program is reaching out to all communities and developing programs that are equitable. Additionally, this request adds one-time resources to integrate with fixed route planning.	(2,372)	0	4.0	0.0
(DS_005) Fixed Route Conversion to DART Service Convert select routes from Metro fixed route bus service to contracted Dial-a-Ride (DART) service. Successful implementation will continue to provide excellent Metro service to riders while allowing use of smaller vehicles in less-dense areas, providing flexible service in areas with low ridership, and creating ongoing cost savings. This item adds the DART service costs. The savings associated with the reduction in fixed route service hours is captured in DS_001.	4,599,000	0	0.0	0.0
(DS_006) Existing LINK Service Adjustments Provide resources to support the existing Link system while preparing for the provision of new service in 2021 and 2023. Resources are also requested to bring 'in-house' some work that has been provided by vendors under contract with Sound Transit and to add dedicated resources to support the Rail Division, including human resources and labor relations support.	12,772,867	12,882,989	25.0	1.0
(DS_007) Streetcar Service Adjustments Add budget for service contracts and parts/supplies necessary to support Streetcar operations in the 2019-2020 biennium.	481,405	481,405	0.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_008) Transit Department to Division (d2D) - DOT Director's Office Transfers Transfer portions of the 2019-2020 budget from the Department of Transportation Director's Office to the new Metro Transit Department to support strategic goals and business alignment. Transferred positions include community relations, government relations, public information, grant administration, administration, and creative support service for writing, editing, videography, and web design.	7,886,673	0	20.1	0.0
(DS_009) d2D Implementation Support implementation of the vision of Metro Transit's new department structure. This includes adding resources to manage the complex labor issues of the department as well as the coordination of capital initiatives and their impact on employees. This package includes positions for bus operations labor relations and a Vehicle Maintenance capital improvement liaison (repurposed from a utility worker position) as well as a labor relations TLT to help with issues that could arise with the transition to a department.	130,417	0	1.0	1.0
(DS_010) d2D Organization Structure Establish Metro Transit's new organizational structure to achieve agency priorities and strategies. The resources requested are the culmination of the d2D process. Position adds include a managing director for Service Development; a systems impact team to help plan and manage service changes for special events; a director, deputy director, labor relations officer, superintendent of supply chain management, and administrative positions to support the Vehicle Maintenance section; transit chiefs and management and director positions for facilities management; a director for Finance and Administration; and a communication and brand management director.	4,956,095	0	11.0	0.0
(DS_011) Apprentice Program Make permanent the apprentice pilot programs established in 2017 and 2018 to support Vehicle Maintenance and Facilities. Convert an existing TLT to a FTE to provide dedicated support for the increased demand for training and apprenticeship opportunities.	1,979,949	0	11.0	(1.0)
(DS_012) External Compliance Resources Provide staffing necessary to ensure compliance with Equal Employment Opportunity Program requirements, meet new requirements for Metro Transit's Drug and Alcohol Testing and Education Program, and ensure compliance with contractual and other requirements.	2,200,724	0	6.0	1.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
<p>(DS_013) Training Investments Revise and implement more effective training programs for Vehicle Maintenance (VM) staff and Facilities Division employees. Add capacity for training in Scheduling, in part to prepare for upcoming retirements in the group. This request includes technical trainers in VM to design, develop, and conduct training consistent with recommendations in a recent consultant report; training funding in the Facilities Division to provide more opportunities for employee growth and development; and a resource in Scheduling to be filled on a rotating basis by a scheduling trainee.</p>	1,445,921	0	4.0	1.0
<p>(DS_014) Wellness Centers Implementation Fund development, execution, and management of a contract to support the establishment of four Wellness Centers by 2020. The Wellness Centers will provide a variety of services including physical therapy, biometric screening, life management, condition management, wellness programs, and emotional and mental health resources. Wellness Centers are anticipated to result in various benefits, including savings on workers compensation and medical claim expenses, lower absenteeism rates, and decreased unplanned separations. This proposal includes a position to develop long-term strategic direction and tactical plans for Wellness Centers, manage the Center operations, ensure quality standards for Wellness programs, and ensure that services are aligned with customer requirements and organizational objectives.</p>	4,699,655	0	1.0	0.0
<p>(DS_015) Capital Resource Adds Add resources to establish a new Capital Division within Metro and to manage, coordinate, develop, and implement an expanded portfolio of projects consistent with the vision of METRO CONNECTS. To begin to meet the vision of METRO CONNECTS, near and long term targets have been established that reflect the need to deliver capacity for 200-250 coaches and the related vehicle maintenance facilities by 2021, 2023, 2025 and 2030, while also delivering the capital projects in support of RapidRide and the State of Good Repair Program. Added positions to support delivery of capital projects, which are loaned out to the capital program, include administration, project managers, real property agents, construction management, engineers, planners, and mechanics.</p>	(113,803)	0	96.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_016) Transit Asset Management Program Add resources to implement a robust asset management program to support data-driven decisions across the organization based on the condition of the existing fleet and fixed assets. In addition to supporting data-based decision-making, this request is expected to enhance service predictability and also support the requirement by the Federal Transit Administration for Transit to have a compliant Transit Asset Management Plan. This request includes a strategic planning manager, supervisor of systems operations, and a functional analyst.	(2,032)	0	3.0	0.0
(DS_017) Operational Management Capacity Build operations front-line management capacity, including adding first line supervisors, a chief, and a base superintendent. Operations intends to be more responsive to operational issues, including promoting safety, security, employee engagement, and service management.	3,463,163	0	16.0	0.0
(DS_018) Vehicle Maintenance Technicians & Analyst Support Add electronic technicians, maintenance analysts, and a functional analyst to Vehicle Maintenance (VM). The electronic technicians will be added to VM's current and future electronic classification programs. These new positions will allow VM to maintain current repair/maintenance schedules based on increased component usage and allow for growth of new programs introduced in the next biennium, primarily an expansion of the battery electric bus fleet. The maintenance analyst positions will support the Fleet Engineering group, including fleet vehicle support, base technical support, VM training, bus procurement testing and evaluations along with new product testing and accident and fire investigation. The functional analyst added to the VM Data Management team will support the division's increased reliance on data for decision making.	1,635,231	0	7.0	0.0
(DS_019) Battery Bus Expansion Support Add electricians, a cable splicer, and an electrical crew chief to meet the needs for the Battery Bus Expansion and expanded service. This will allow staffing and materials to meet the daily needs and the technology changes Metro is currently implementing.	1,427,976	0	5.0	0.0
(DS_020) Access Paratransit Program Customer Service Investments Improve customer service for the Access paratransit program by creating an in-house customer service function within Metro's existing customer service office. This change is in response to recommendations from the King County Auditor's Office and the Community Advisory Group and is assumed in the new contracting model currently out for bid.	934,413	152,629	3.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
<p>(DS_021) Access Paratransit Program Performance Improvements Add resources to implement a new contracting model that will provide a higher level of service to Access paratransit customers. These investments were identified by the workgroup of customers and community members. Direct customer service enhancements include: a higher standard for on-time performance for picking up and dropping off passengers for appointments, an expectation for on-board time not to exceed fixed route time plus 15 minutes, and the provision of will-call trips "as schedule permits" along with other service upgrades.</p>	10,480,616	0	2.0	1.0
<p>(DS_022) Customer Communications & Engagement Adjust resources in several programs including the LIFT program, marketing and promotion, research, and communications, with a special focus in each of these areas on implementing equity and social justice principles. With regard to the LIFT program, this proposal expands outreach resources for the Low Income Fare Transportation (LIFT) program while lowering the administrative costs. Specifically, several TLT positions are eliminated and replaced with one FTE and two new TLT positions dedicated to meeting the current demand for community outreach events and supporting growth in the program while partnering with social service agencies, businesses, King County Public Health, Sound Transit and the Washington State Department of Social and Human Services (DSHS). With regard to marketing and promotion, this proposal seeks to expand marketing and promotion efforts by adding a marketing and sales specialist TLT position and other ongoing resources to develop, manage, and evaluate marketing campaigns in more languages and more formats, to provide marketing support to Access and the Water Taxi, and to help improve Metro brand recognition. With regard to research, this proposal adds one new position and additional one-time funding to support frequent, focused customer and market research and analysis to understand and develop new markets, foster innovation, and identify ways to meet current and emerging customer needs, including gaining a better understanding of the needs of low-income, racial/ethnic populations, and other historically disadvantaged populations. Lastly, this proposal adds resources to support additional communications with external partners resulting from increased capital program activity and to support an increase in demand for information in formats that have not historically been fully supported.</p>	2,444,806	0	5.3	(1.0)

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_023) Income-Based Fare Pilot and Evaluation Develop an income-based fare pilot and evaluation to inform the potential development of an ongoing program for those individuals least able to afford transit fares. Using input from a stakeholder advisory group to inform pilot development, including pricing, eligibility, distribution channel(s), and process, along with staff and partner input regarding technical feasibility, Metro will design a pilot program and a corresponding evaluation to provide information on the costs, benefits, and outcomes of the pilot. This study's results will inform King County's continued effort to best facilitate transit access for people with low incomes by providing quality data on how such a program could affect the people of King County.	854,604	250,000	0.0	1.0
(DS_024) New Employer Strategy Add resources to expand the successful business account program and provide additional support for program development. Specifically, resources will focus on implementing a business account-focused strategy, improving employer products based on customer feedback, further developing programs and partnerships to build ridership and revenue, and developing new opportunities for schools, low-wage, and limited English proficiency communities.	2,307,984	0	1.0	1.0
(DS_025) Parking Management Program Improve efficiency of transit parking facilities through implementation of an expanded parking permit program that generates revenue from permit sales. This budget request adds a position dedicated to parking management/expansion and mobility hub planning and implementation. In addition, this budget provides funding to operate an expanded parking management program.	1,770,810	2,893,900	1.0	0.0
(DS_026) Mobility and Safe Operating Conditions Supports Adds equipment operators to maintain safe working conditions, adds utility laborers to meet needs associated with the increase in passengers throughout the system and the increase in shelters; and adds a maintenance crew to support Metro Transit trolley system expansion.	2,158,502	30,000	9.0	0.0
(DS_027) Metro Transit Police Resources Add resources to support an increase in the Metro Transit contract with King County Sheriff's Office (KCSO) for police services. This proposal is to augment the existing contract by adding detective positions and a crime analyst.	1,144,000	0	0.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
<p>(DS_028) Fares Program Operations Add resources to study customer needs and prepare for potential changes in the future, including moving away from on-board cash usage, making sound policy recommendations and developing program demands. Metro has outlined a program to comprehensively assess competing priorities for fare policy, and identifying and implementing new programs and products. Additionally, Metro has identified the need to better understand specific implications associated with fare evasion and fare enforcement. This budget request includes TLT and consultant resources to conduct various types of analysis.</p>	603,520	0	0.0	1.0
<p>(DS_029) Partnership Strategy Add resources to support partnership activities to meet the department's strategic goals and promote business alignment. Currently, there is a lack of clarity around priorities, roles, and responsibilities for the type of partnerships that will move Metro Transit toward its long range vision. This proposal is for a new position to work with department leadership to set the partnership strategy, create a centralized resource for information and guidance to develop new and manage existing partnerships, and establish a Partnership Steering Committee to develop a policy for specifying and prioritizing partnership goals over the next 6 to 10 years. Additionally, a TLT is requested for one year to inventory and catalog existing agreements throughout the department.</p>	385,021	0	1.0	0.0
<p>(DS_030) LINK East Extension Add resources to support pre-revenue operations and new facilities in anticipation of East Link operations. The East Link light rail line is scheduled to begin operations in 2023. To provide support for this line, an eastside Operations and Maintenance Facility (OMFE) is being constructed along the rail alignment. The OMFE is scheduled to open in 2020. Resources are needed to support testing of rail alignments as they become operational, including systems and communications for tunnels and stations. Stations require maintenance when construction is completed, and the new facility will require staffing during the biennium. Sound Transit will be reimbursing Metro Transit for the costs associated with this service.</p>	2,695,016	2,809,659	18.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_031) LINK Northgate Extension Add resources to support the operation of test trains, maintain the stations and facilities, and test tunnel and other operating systems associated with the Northgate Link Extension. In 2021, the Northgate Link light rail extension will open. The extension will include three new stations. During the 2019-2020 biennium, pre-revenue service will start, which includes the running of test trains and ongoing station operation and maintenance. Sound Transit will reimburse Metro Transit for the costs associated with this service.	7,536,395	7,837,285	43.0	0.0
(DS_032) LINK Rail Division Resources Add resources to support the creation of the Rail division. In most cases, vacant positions are being reclassified to meet the needs of the new division; however, this request does include the addition of a Rail Division director.	1,114,850	1,120,395	1.0	0.0
(DS_033) LINK Downtown Seattle Transit Tunnel (DSTT) Add resources to support the closure of the Downtown Seattle Transit Tunnel in March 2019. When bus operations shift to surface streets, the functions currently provided by staff associated with the bus system will shift to Link. Metro Rail staff will perform the needed functions, but costs will be reimbursed by Sound Transit. Resources required to support rail service in the tunnel include rail supervisors who will be managing the service and supporting special events and signal and communication technicians to support the operating systems. Funds are also included to relocate the Link control operations to the Link Operations and Maintenance Facility from the Transit Control Center.	1,028,722	1,071,498	4.0	0.0
(DS_034) Security Services Changes Reflect changes to security guards associated with buses coming out of the Downtown Seattle Transit Tunnel and increased fare enforcement along 3rd Avenue. Security costs are reduced as Metro security services are removed from the tunnel when it closes to bus operations in March 2019. Savings resulting from this change are approximately \$7.5 million. A portion of these savings are being shifted to fund additional fare enforcement on Third Avenue as off-board fare payment is being implemented as a way to speed up service through the downtown core.	(5,384,050)	0	0.0	0.0
(DS_035) LINK Environmental Compliance Add resources to support Metro Transit provision of environmental compliance services for Sound Transit. Metro Transit will be taking over environmental compliance work for Sound Transit at their LINK Operating & Maintenance Facility and potentially other locations. An environmental scientist is required to oversee this program. The position and related costs are fully reimbursed by Sound Transit.	285,973	287,988	1.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
<p>(DS_036) Transit Enterprise System Function Team Establish a Transit Enterprise System function team, which will be responsible for the life-cycle of Metro Transit's enterprise IT applications. In general, the team will have responsibility for master scheduling, customer needs assessment and support, access control, maintenance, upgrade coordination, and release management.</p>	1,097,365	0	3.0	0.0
<p>(DS_037) FMLA and Solutions & Program Resources Positions Add staff to support the administration of King County Family and Medical Leave/Family and Medical Leave Act (KCFML/FLMA) requirements and replace a special duty position on the Solutions and Program Resources (SPR) team with a permanent position. With regard to the FMLA positions, accurate payroll and tracking of leave dates are essential to correctly administering contractual and legal leaves. The tracking information allows chiefs to pay operators correctly, which also avoids mistakes of paying benefits beyond what is required. The FMLA end date tracking allows for timely referral of operators to Disability Services. The SPR team is responsible for all internal communication to Operations' 3,100 employees as well as the continuous improvement of work processes within operations.</p>	1,099,143	0	5.0	0.0
<p>(DS_038) Coach Parts Expenditure Adjustment Increase Vehicle Maintenance's budget for coach parts to reflect rising costs. Metro realized increased expenses in 2017 and 2018 to maintain fleet. This request reflects the higher costs expected to carry into the biennium. High cost components on hybrid and trolley coaches are failing at a higher than expected rate. These components include electric supply systems for the new trolley fleet and the Hybrids. Metro continues to diagnose the problems and will work with vendors and address procurement processes to mitigate the rising costs. In addition, parts prices have gone up an average of \$9 per part. This increases the cost of regular maintenance across the fleet. This request also reflects maintenance of a larger fleet, with 100 additional new buses being added between 2017 and 2020, as well as an expected 10 percent increase in miles driven in the same time period.</p>	20,949,426	0	0.0	0.0
<p>(DS_039) Prosecuting Attorney Dedicated Services Add funds to support dedicated attorney services for Transit in the 2019-2020 biennium. In the future, these resources will be included in the prosecuting attorney central rate to Transit. Half of these costs are dedicated to and loaned out to capital.</p>	364,148	0	0.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_040) Dedicated Finance Business Operations Division Services for Capital				
Allocate Finance Business Operations Division (FBOD) resources dedicated to supporting contracting and other activities in the capital program to capital.	(1,408,742)	0	0.0	0.0
(DS_120) Central Climate Change Costs Update Adjust the share of the central climate-related costs for 2019-2020; these costs include investments to advance the Strategic Climate Action Plan (SCAP), membership fees in climate related organizations, consulting fees, an update to the 2020 SCAP, as well as central staff to help agencies across the County with climate related activities. The allocation methodology is based on greenhouse gas emissions.	292,944	0	0.0	0.0
Administrative Service Changes				
(AC_022) Human Resources Manager Centralization Centralize human resources manager positions within the new Department of Human Resources. This adjustment will allow for improved accountability and uniform direction without impacting the level of service provided to agencies.	(384,968)	0	(1.0)	0.0
(AC_083) Department of Local Services Cost Allocation Fund the Department of Local Services (DLS) Director's Office based on the agency's operating expenditures in unincorporated King County.	482,461	0	0.0	0.0
Technical Adjustments				
(TA_001) Agency Net-Zero Adjustments Make net-zero position and non-personnel adjustments.	0	0	0.0	0.0
(TA_002) Solidifying Exiting Functions Make technical adjustments to address situations where resources are currently in place, but not budgeted. These adjustments include increasing to full time a communication specialist transferring from the Department of Transportation (DOT) Director's Office (DO) to provide support for print and video materials; adding an FTE for administrative support for the functions moving to the Chief of Staff to support community relations and communications; replacing temporary with permanent administrative support for a group of 85 staff across various work groups; continuing a TLT currently supporting public disclosure requests for on-board camera systems information; converting an existing temporary position transferred from the DOT DO to a permanent position to continue ongoing emergency preparedness work; and providing one-time funding for space and relocation planning.	1,725,246	0	4.0	1.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(TA_003) Facilities Division Technical Adjustments Implement a technical adjustments to account for increases in general utility rates, regulatory fees and permits, warehouse lease, and funds needed for continued use of King County's 800Mhz radio system.	2,804,000	0	0.0	0.0
(TA_004) Mobility Division Technical Adjustments Adjust the budget for multiple Mobility Division accounts to support contractual, regional, and shared cost changes, including ORCA, Transit Go Ticket mobile ticketing, and Salesforce customer relationship management systems licensing. This technical adjustment also funds a supported employee in the division and adds the Seattle Monorail to the ORCA system.	1,429,287	220,000	1.3	0.0
(TA_005) Revenue Processing Adjustments Increase spending authority in the Transit Revenue Processing Center for repair and maintenance of the new currency sorter as well as the increase in expense for the next countywide contract for armored car services.	44,360	0	0.0	0.0
(TA_008) Loan Out Labor Adjustments Adjust loan out labor throughout the organization to align to current staffing and work plans.	1,901,755	0	0.0	0.0
(TA_009) WSDOT State Route 509 Extension Contribution Contribute funding to the Washington State Department of Transportation's (WSDOT) extension of State Route 509, which will provide a north-south corridor alternative to I-5 through a portion of Seattle and South King County. King County is presumed to benefit from this extension of SR 509 in the form of increased mobility and better connectivity in the region. This investment will contribute funds to the WSDOT extension project.	1,000,000	0	0.0	0.0
(TA_010) Organizational Development Centralization Implement cost savings from the centralization of Organizational Development services in the new Department of Human Resources.	(130,000)	0	0.0	0.0
(TA_050) Revenue Adjustments Adjust revenues consistent with economic forecasts and service fares and reimbursements.	0	(22,694,006)	0.0	0.0
(TA_100) Inflation and Carryforward Service Adjustments - VM and Facilities Adjust costs to address inflation and carryforward service related to vehicle maintenance and facilities divisions.	1,917,815	0	1.0	0.0
(TA_101) Inflation and Carryforward Service Adjustments - Operators Adjust costs to address inflation and carryforward service related to bus operators.	35,874,420	0	0.0	0.0
(TA_103) ORCA Contract Provision Adjustments Incorporate costs and rates for ORCA consistent with the latest contract provisions.	343,010	0	0.0	0.0

**2019-2020 Executive Proposed Operating Budget
TRANSIT (EN_A46410)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(TA_104) Miscellaneous Contractual Rate/Fee Updates Adjust costs to incorporate contractual rate and other fee changes.	60,600	0	0.0	0.0
(TA_108) Vanpool Inflationary Adjustments Adjust gasoline, maintenance, and other costs for inflationary pressures.	546,051	0	0.0	0.0
(TA_109) Loan Out Labor Inflationary Cost Adjustments Adjusts loan out labor costs for inflationary impacts and eliminates loan out for a short-term need.	(2,396,855)	0	0.0	0.0
(TA_110) Net Zero Adjustments Implement net zero changes to reflect current spending patterns.	0	0	0.0	0.0
(TA_113) Vacancy Rate Adjustment Capture salary savings from employee turnover, without reducing the FTE authority, to increase the accuracy of labor budgeting for this appropriation unit and provide greater transparency.	(6,000,000)	0	0.0	0.0
Central Rate Adjustments	32,722,219	0	0.0	0.0
Total Decision Package Adjustments	208,266,973	7,343,742	482.6	5.0

2019-2020 Proposed Financial Plan
Public Transportation Fund / 000004641,000003641,000003642,000004642,000004643,000008430

Category	2017-2018 Estimated	2019-2020 Proposed	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	875,381,042	877,369,884	737,181,719	628,405,563
Revenues				
Sales Tax	1,232,588,043	1,336,915,594	1,426,570,996	1,533,783,632
Property Tax	46,969,146	59,459,194	62,398,858	65,213,262
Fares (Bus, ACC, VP, SLU)	350,074,206	372,705,475	410,870,317	451,977,254
Other Operations (Bus, ACC, VP, SLU)	43,005,628	38,407,142	42,049,576	44,288,818
Sound Transit Payments	212,969,344	247,215,901	269,391,151	286,232,987
Seattle Service	93,535,080	117,520,437	139,898,066	147,831,807
Grants	197,641,123	172,394,733	195,658,873	124,333,554
Interest Income	23,118,429	32,995,421	38,128,575	36,640,369
Support of Other KC Divisions	4,322,859	237,929	260,208	274,065
Miscellaneous	17,071,547	20,384,098	22,468,930	24,535,607
Total Revenues	2,221,295,405	2,398,235,924	2,607,695,551	2,715,111,354
Expenditures				
<i>King County Bus Operations</i>	<i>(1,115,252,550)</i>	<i>(1,287,387,239)</i>	<i>(1,378,876,871)</i>	<i>(1,492,449,123)</i>
<i>DART Operations</i>	<i>(25,427,664)</i>	<i>(35,398,951)</i>	<i>(40,252,625)</i>	<i>(42,466,301)</i>
<i>ACCESS Operations</i>	<i>(140,713,805)</i>	<i>(162,530,700)</i>	<i>(177,572,762)</i>	<i>(193,843,471)</i>
<i>DSTT Operations</i>	<i>(32,590,536)</i>	<i>(16,481,371)</i>	<i>(14,761,288)</i>	<i>(15,700,800)</i>
<i>Sound Transit Link Operations</i>	<i>(86,398,657)</i>	<i>(122,109,213)</i>	<i>(144,849,245)</i>	<i>(155,254,851)</i>
<i>Sound Transit REX Operations</i>	<i>(91,148,827)</i>	<i>(104,140,649)</i>	<i>(109,014,813)</i>	<i>(114,470,749)</i>
<i>Seattle Bus Operations</i>	<i>(85,039,739)</i>	<i>(114,391,365)</i>	<i>(132,231,762)</i>	<i>(138,831,081)</i>
<i>Streetcar Operations</i>	<i>(20,709,680)</i>	<i>(22,990,782)</i>	<i>(25,378,686)</i>	<i>(26,898,481)</i>
<i>Vanpool Operations</i>	<i>(20,847,233)</i>	<i>(25,110,306)</i>	<i>(27,584,103)</i>	<i>(30,469,008)</i>
Transit Operating Total	(1,618,128,691)	(1,890,540,576)	(2,050,522,154)	(2,210,383,864)
DOT Director's Office	(11,708,642)	-	-	-
Infrastructure Capital	(154,683,661)	(349,480,486)	(663,076,388)	(677,294,398)
Revenue Fleet Capital	(383,443,806)	(340,313,287)	(221,232,759)	(201,060,421)
Debt Service	(31,400,722)	(24,572,181)	(28,191,325)	(58,577,562)
Total Expenditures	(2,199,365,521)	(2,604,906,530)	(2,963,022,626)	(3,147,316,245)
Estimated Underexpenditures	0	9,452,703	10,252,611	33,801,919
Other Fund Transactions				
Debt Proceeds	0	57,566,387	234,486,309	262,238,748
Misc Balance Adjustments & Other Transfers	(19,941,042)	(536,650)	1,812,000	1,812,000
Total Other Fund Transactions	(19,941,042)	57,029,737	236,298,309	264,050,748
Ending Fund Balance	877,369,884	737,181,719	628,405,563	494,053,340
Reserves				
Revenue Stabilization Reserve	(245,373,687)	(258,037,005)	(278,365,728)	(299,224,731)
Operating Ending Target Requirement	(43,301,239)	(45,535,942)	(49,123,364)	(52,804,364)
Capital Designated Revenue	(30,336,428)	(35,164,046)	(35,164,046)	(35,164,046)
Revenue Fleet Replacement Reserve	(72,609,508)	(3,991,308)	(50,297,206)	(102,557,571)
Bond Fund Reserve	(2,348,650)	0	-	-
Capital Carryover Reserve	(260,000,000)	(190,000,000)	(145,000,000)	(3,000,000)
Total Reserves	(653,969,512)	(532,728,301)	(557,950,343)	(492,750,712)
Reserve Shortfall	-	-	-	-
Ending Undesignated Fund Balance	223,400,372	204,453,417	70,455,220	1,302,628

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.
2017-2018 Estimated reflects the best estimate for the biennium.
2019-2020 Proposed Budget ties to Hyperion and matches 2019-2020 Estimated until 2019 actuals are available.
Outyear revenue and expenditure inflation assumptions are consistent with figures provided by PSB and/or OEFA.
2019-2020 Proposed Budget is consistent with expenditure and revenue data from PBCS.
Outyear projections assume revenue and expenditure growth consistent with anticipated service levels and reflect the most recent
Projections include inputs from August 2018 OEFA forecast.
Other fund transactions include accounting adjustments to balance to budgetary fund balance, debt proceeds, and transfers between funds.
Reserve levels reflects those adopted in the Fund Management Policies for Public Transportation.
Updated 9/8/18 by Geoff Kaiser

**2019-2020 Proposed Financial Plan
Operating Fund / 000004641**

Category	2017-2018 Estimated	2019-2020 Proposed Budget	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	625,634,038	224,067,926	247,794,826	118,782,381
Revenues				
Sales Tax	898,535,940	886,010,984	949,320,251	1,100,326,616
Property Tax	46,969,146	59,459,194	62,398,858	65,213,262
Fares (Bus, ACC, VP, SC)	350,074,206	372,705,475	410,870,317	451,977,254
Other Operations (Bus, ACC, VP, SC)	43,005,628	38,407,142	42,049,576	44,288,818
Sound Transit Service Contract	200,657,278	242,057,007	269,391,151	286,232,987
Seattle Service Contract	93,535,080	117,520,437	139,898,066	147,831,807
Grants	64,512,006	57,260,485	24,221,217	25,005,313
Interest Income	6,849,989	11,373,635	10,027,919	6,413,969
Support of Other KC Divisions	4,322,859	237,929	260,208	274,065
Miscellaneous	4,646,940	7,689,904	7,955,170	8,228,718
Total Revenues	1,713,109,072	1,792,722,192	1,916,392,733	2,135,792,808
Expenditures				
<i>King County Bus Operations</i>	<i>(1,115,252,550)</i>	<i>(1,287,387,239)</i>	<i>(1,378,876,871)</i>	<i>(1,492,449,123)</i>
<i>DART Operations</i>	<i>(25,427,664)</i>	<i>(35,398,951)</i>	<i>(40,252,625)</i>	<i>(42,466,301)</i>
<i>ACCESS Operations</i>	<i>(140,713,805)</i>	<i>(162,530,700)</i>	<i>(177,572,762)</i>	<i>(193,843,471)</i>
<i>DSTT Operations</i>	<i>(32,590,536)</i>	<i>(16,481,371)</i>	<i>(14,761,288)</i>	<i>(15,700,800)</i>
<i>Sound Transit Link Operations</i>	<i>(86,398,657)</i>	<i>(122,109,213)</i>	<i>(144,849,245)</i>	<i>(155,254,851)</i>
<i>Sound Transit REX Operations</i>	<i>(91,148,827)</i>	<i>(104,140,649)</i>	<i>(109,014,813)</i>	<i>(114,470,749)</i>
<i>Seattle Bus Operations</i>	<i>(85,039,739)</i>	<i>(114,391,365)</i>	<i>(132,231,762)</i>	<i>(138,831,081)</i>
<i>Streetcar Operations</i>	<i>(20,709,680)</i>	<i>(22,990,782)</i>	<i>(25,378,686)</i>	<i>(26,898,481)</i>
<i>Vanpool Operations</i>	<i>(20,847,233)</i>	<i>(25,110,306)</i>	<i>(27,584,103)</i>	<i>(30,469,008)</i>
Transit	(1,618,128,691)	(1,890,540,576)	(2,050,522,154)	(2,210,383,864)
DOT Director's Office	(11,708,642)	-	-	-
Total Expenditures	(1,629,837,332)	(1,890,540,576)	(2,050,522,154)	(2,210,383,864)
Estimated Underexpenditures	0	9,452,703	10,252,611	11,051,919
Other Fund Transactions				
Misc Balance Adjustment	2,456,949	0	0	0
Reduce Balance for Inventory of Supply & Prepayment	(21,214,389)	0	0	0
Transfer from Capital Program	0	114,000,000	0	0
One-Time Transfer to Revenue Fleet Capital Fund	(225,000,000)	0	0	0
Transfer to Revenue Stabilization Reserve	(241,080,412)	(1,907,419)	(5,135,636)	(2,412,977)
Total Other Fund Transactions	(484,837,852)	112,092,581	(5,135,636)	(2,412,977)
Ending Fund Balance	224,067,926	247,794,826	118,782,381	52,830,267
Reserves				
Operating Ending Target Requirement	(43,301,239)	(45,535,942)	(49,123,364)	(52,804,364)
Revenue Stabilization Reserve	-	-	-	-
Total Reserves	(43,301,239)	(45,535,942)	(49,123,364)	(52,804,364)
Reserve Shortfall	-	-	-	-
Ending Undesignated Fund Balance	180,766,687	202,258,884	69,659,017	25,903

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.

2017-2018 Estimated reflects the best estimate for the biennium.

2019-2020 Proposed Budget ties to Hyperion and matches 2019-2020 Estimated until 2019 actuals are available.

Outyear revenue and expenditure inflation assumptions are consistent with figures provided by PSB and/or OEFA.

2019-2020 Proposed Budget is consistent with expenditure and revenue data from PBCS.

Outyear projections assume revenue and expenditure growth consistent with anticipated service levels and reflect the most recent estimates.

Projections include inputs from August 2018 OEFA forecast.

Other fund transactions include accounting adjustments to balance to budgetary fund balance, debt proceeds, and transfers between funds.

Reserve levels reflects those adopted in the Fund Management Policies for Public Transportation.

**2019-2020 Executive Proposed Operating Budget
TRANSIT REVENUE STABILIZATION (EN_A75700)**

Operating Budget Summary	Expenditures	Revenues	Reg FTE	TLT
2017-2018 Revised Budget	0	2,000,000	0.0	0.0
Base Budget Adjustments	0	0	0.0	0.0
Decision Package Adjustments	0	8,755,900	0.0	0.0
2019-2020 Executive Proposed Budget	0	10,755,900	0.0	0.0
2019-2020 Executive Proposed Ordinance	0	10,756,000	0.0	0.0

Notes

1. The 2017-2018 Revised Budget equals the 2017-2018 Adopted Biennial Budget plus all Adopted Supplementals as of the publication of this document.

2. Adjust base budget to remove one-time changes, annualize supplemental changes, and increase personnel budgets to 2019-2020 rates. Personnel budgets reflect projected 2019-2020 salary and benefit rates, current position classifications, and step/merit increases.

3. The Executive Proposed Budget is the sum of the Revised Budget, Base Budget Adjustments, and Decision Package Adjustments. All FTEs / TLTs are rounded to the nearest 1/10th of a position and in some cases, rounded numbers may not add up to the FTE/TLT totals in Executive Proposed. In the Executive Proposed Ordinance, expenditure and revenue totals are rounded up to the nearest 1,000 and FTEs and TLTs are rounded up to the maximum monthly FTEs / TLTs in the Biennium.

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
Technical Adjustments				
(TA_050) Revenue Adjustments				
Revise budgeted revenues to match current forecasts and fund management policy needs.	0	8,755,900	0.0	0.0
Total Decision Package Adjustments	0	8,755,900	0.0	0.0

**2019-2020 Proposed Financial Plan
Revenue Stabilization Reserve Fund / 000004643**

Category	2017-2018 Estimated	2019-2020 Proposed Budget	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	-	245,373,687	258,037,005	278,365,728
Revenues				
Sales Tax	-	-	-	-
Interest	5,415,076	10,755,900	15,193,087	18,446,025
Miscellaneous	-	-	-	-
Total Revenues	5,415,076	10,755,900	15,193,087	18,446,025
Expenditures				
Transfer to Operating	-	-	-	-
Transfer to Capital Fleet	-	-	-	-
Transfer to Capital Infrastructure	-	-	-	-
Total Expenditures	-	-	-	-
Estimated Underexpenditures				
Other Fund Transactions				
Misc Balance Adjustment	(1,121,800)	-	-	-
Transfer from Operating Program	241,080,412	1,907,419	5,135,636	2,412,977
Total Other Fund Transactions	239,958,611	1,907,419	5,135,636	2,412,977
Ending Fund Balance	245,373,687	258,037,005	278,365,728	299,224,731
Reserves				
Revenue Stabilization Reserve	(245,373,687)	(258,037,005)	(278,365,728)	(299,224,731)
Total Reserves	(245,373,687)	(258,037,005)	(278,365,728)	(299,224,731)
Reserve Shortfall	-	-	-	-
Ending Undesignated Fund Balance	-	-	-	-

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.

2017-2018 Estimated reflects the best estimate for the biennium.

2019-2020 Proposed Budget ties to Hyperion and matches 2019-2020 Estimated until 2019 actuals are available.

Outyear revenue and expenditure inflation assumptions are consistent with figures provided by PSB and/or OEFA.

2019-2020 Proposed Budget is consistent with expenditure and revenue data from PBCS.

Outyear projections assume revenue and expenditure growth consistent with anticipated service levels and reflect the most recent estimates.

Projections include inputs from August 2018 OEFA forecast.

Other fund transactions include accounting adjustments to balance to budgetary fund balance, debt proceeds, and transfers between funds.

Reserve levels reflects those adopted in the Fund Management Policies for Public Transportation.

**2019-2020 Executive Proposed Operating Budget
TRANSIT DEBT SERVICE (EN_A84300)**

Operating Budget Summary	Expenditures	Revenues	Reg FTE	TLT
2017-2018 Revised Budget	44,613,999	44,976,939	0.0	0.0
Base Budget Adjustments	5,986,571	6,001,577	0.0	0.0
Decision Package Adjustments	(26,028,389)	(46,728,572)	0.0	0.0
2019-2020 Executive Proposed Budget	24,572,181	4,249,944	0.0	0.0
2019-2020 Executive Proposed Ordinance	24,573,000	4,250,000	0.0	0.0

Notes

1. The 2017-2018 Revised Budget equals the 2017-2018 Adopted Biennial Budget plus all Adopted Supplementals as of the publication of this document.
2. Adjust base budget to remove one-time changes, annualize supplemental changes, and increase personnel budgets to 2019-2020 rates. Personnel budgets reflect projected 2019-2020 salary and benefit rates, current position classifications, and step/merit increases.
3. The Executive Proposed Budget is the sum of the Revised Budget, Base Budget Adjustments, and Decision Package Adjustments. All FTEs / TLTs are rounded to the nearest 1/10th of a position and in some cases, rounded numbers may not add up to the FTE/TLT totals in Executive Proposed. In the Executive Proposed Ordinance, expenditure and revenue totals are rounded up to the nearest 1,000 and FTEs and TLTs are rounded up to the maximum monthly FTEs / TLTs in the Biennium.

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
Technical Adjustments				
(TA_006) Debt Cost Adjustment Revise costs consistent with anticipated debt costs and bond requirements.	(4,200,468)	0	0.0	0.0
(TA_050) Revenue Adjustments Revise budgeted revenues to match current forecast.	0	(46,728,572)	0.0	0.0
Central Rate Adjustments	(21,827,921)	0	0.0	0.0
Total Decision Package Adjustments	(26,028,389)	(46,728,572)	0.0	0.0

**2019-2020 Proposed Financial Plan
Bond Fund / 000008430**

Category	2017-2018 Estimated	2019-2020 Proposed Budget	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	21,571,565	22,670,885	(1)	(1)
Revenues				
Sales Tax	30,430,212	2,730,448	27,673,977	58,141,878
Interest	674,869	702,227	(0)	(0)
Federal Debt Service Subsidies	817,166	817,269	517,348	435,684
Total Revenues	31,922,247	4,249,944	28,191,325	58,577,562
Expenditures				
Bond Debt Service Payments	(31,400,722)	(24,572,181)	(28,191,325)	(58,577,562)
Total Expenditures	(31,400,722)	(24,572,181)	(28,191,325)	(58,577,562)
Estimated Underexpenditures				
Other Fund Transactions				
Balance Sheet Adjustments	(46,803)	-	-	-
Sinking Fund Transfers	624,599	(2,348,650)	-	-
Total Other Fund Transactions	577,796	(2,348,650)	-	-
Ending Fund Balance	22,670,885	(1)	(1)	(1)
Reserves				
Sinking Bond Reserve	(2,348,650)	0	-	-
Total Reserves	(2,348,650)	0	-	-
Reserve Shortfall	-	1	1	1
Ending Undesignated Fund Balance	20,322,236	-	-	-

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.

2017-2018 Estimated reflects the best estimate for the biennium.

2019-2020 Proposed Budget ties to Hyperion and matches 2019-2020 Estimated until 2019 actuals are available.

Outyear revenue and expenditure inflation assumptions are consistent with figures provided by PSB and/or OEFA.

2019-2020 Proposed Budget is consistent with expenditure and revenue data from PBCS.

Outyear projections assume revenue and expenditure growth consistent with anticipated service levels and reflect the most recent estimates.

Projections include inputs from August 2018 OEFA forecast.

Other fund transactions include accounting adjustments to balance to budgetary fund balance, debt proceeds, and transfers between funds.

Reserve levels reflects those adopted in the Fund Management Policies for Public Transportation.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1027519	TD ON BOARD SYSTEMS STANDALONE	✓	(\$401,980)	<p>Current Scope: On-Board System (OBS) Project - This project replaces and upgrades the legacy on-board systems on King County Metro fixed route buses allowing the transition from an outdated legacy radio/automatic vehicle location system to the new radio system provided by the Transit Radio System Project. OBS also provides integrated GPS-based automated vehicle location, integrated automated passenger counting systems, and new capabilities including automated stop announcements, interior next stop displays, automation of existing destination sign changes, and enhanced performance for data collection and reporting.</p> <p>Budget Request Basis: Completed, disappropriating remaining budget.</p>
1028620	TD TRANSIT ORIENTED DEVELOP PROGRAMMATIC		\$553,402	<p>Current Scope: Transit Oriented Development - The Transit Oriented Development (TOD) project is a programmatic initiative to identify and assess opportunities for Metro Transit's involvement in transit oriented development. The scope of work of this TOD Program project is an ongoing effort that will identify locations and scope for Metro's capital involvement, evaluating the benefit potential of development at these locations, and building partnerships with host communities or developers to achieve the program goals. This project also includes funding for a \$225,000 annual lease for a Park and Ride TOD site.</p> <p>Budget Request Basis: This is based on evaluation of the historic staffing and other resources needed to evaluate and respond to opportunities to expand Metro's TOD development program and future capital projects.</p>
1028624	TD TOD CONVENTION PLACE CENTER PROGRAMMATIC	✓	(\$25,560,244)	<p>Current Scope: Convention Place Transit Oriented Development (TOD) - This project would redevelop the existing Transit facility to include: (1) an expansion of the existing Washington State Convention Center; (2) retention of Transit assets of bus layover, passenger load/unload and tunnel access as long as possible; (3) addition of a hotel and/or residential and/or commercial buildings; and (4) public space.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$25M is being disappropriated from this project and reappropriated to the following: \$6.9 M to "1123790 TDC WSCC AT CONVENTION PL TOD", \$8.2 M to "1128656 TDC CPS LOW VOLT COMM RELOC" and \$4M to "1131130 TDC DSTT 9TH AVE RAMP FROM CPS". The rest, \$6M, is being disappropriated as costs for work performed by the buyer were offset by funds provided at closing.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1028625	TD TUNNEL MODS ENHANCEMENTS PROGRAMMATIC	✓	(\$2,110,912)	<p>Current Scope: Tunnel Modifications and Enhancement - This project established King County Metro's anticipated contribution towards remodeling the Downtown Seattle Transit Tunnel for joint bus/rail operations. The funding categories and levels are defined in the tunnel master agreement and maintenance agreements with Sound Transit. The remaining funding is for King County Metro Transit's obligation to the City of Seattle for reconstruction of the Pioneer Square Station escalator entrance at the site of the former Public Safety Building. The project also included funds for the repair/upgrade of systems in the tunnel that were not required for joint operation but were most efficiently/effectively completed during the period of tunnel closure.</p> <p>Budget Request Basis: This master project had two subs, both completed. Disappropriating remaining budget.</p>
1028629	TD REAL TIME SYS INVESTMENTS PROGRAMMATIC	✓	(\$195,297)	<p>Current Scope: Real Time Information Signs - This project procures and installs signs that display next bus departure information at select stops along RapidRide corridors A through E. The installation plan is for signs at 115 stations along five corridors. Back office software is also procured and installed with this project.</p> <p>Budget Request Basis: Project complete. Disappropriating remaining budget.</p>
1028644	TD MDT REPLACEMENT STANDALONE	✓	(\$38,170)	<p>Current Scope: Mobile Data Terminals Replacement - This project's scope is to purchase replacement mobile data terminals, aka mobile data computers and dispatching system for Access paratransit fleet and paratransit control center. King County Metro provides paratransit service in accordance with the Federal ADA requirements and King County Ordinances.</p> <p>Budget Request Basis: This project has been completed. Disappropriating the remaining budget.</p>
1028681	TD BUS ZONE IMP SHELTERS PROGRAMMATIC		\$19,068,954	<p>Current Scope: Bus Zone Shelter Improvement - This programmatic project addresses critical safety, comfort, and accessibility needs at bus stops. The program adds new and improves existing passenger facilities including installing shelters, ADA-accessible landing pads and pathways, awnings, benches, trash cans, leaning rails, and lighting. Individual projects may be driven by ridership demands, specific nearby land uses, service change initiatives, or the provision of partnership funding for city- and developer-led projects that impact bus zones and layover areas.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$15 M is being reappropriated from the programmatic master project 1116073 TD SHELTERS & LIGHTING to fund or partially fund this project. The amount requested is based on estimates of individual project costs and the amount of projects that are needed to maintain, or minimally increase, the number of annual projects completed.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1028715	TD DUCT RELOCATION PROGRAMMATIC	✓	(\$164,913)	Current Scope: Trolley Duct Relocation - This project funds relocation of underground electrical ducts that support the Trolley bus system. Budget Request Basis: This master project has two subs, both completed. Disappropriating remaining budget.
1028716	TD RADIO AVL REPLACEMENT PROGRAMMATIC	✓	(\$1,641,584)	Current Scope: Radio and Automatic Vehicle Location (AVL) Project - This project replaces the existing transit 450 MHz system with a new 700 MHz system to provide voice and data communications for all transit stakeholders. The project will also integrate with other on-board systems and provide operational continuity throughout the replacement period. Budget Request Basis: This master project had subs, all completed. Disappropriating remaining budget.
1028718	TD NON REV VEHICLE REPLACEMENT STANDALONE		\$6,249,913	Current Scope: Non-Revenue Vehicle (NRV) Replacement Project - This project provides for both on and off road vehicles to support the King County Metro Transit revenue fleet and transit service. This project provides for the replacement of existing transit non-revenue equipment that have either met or exceeded the expected life or are no longer economical/effective to maintain. Using an established life as the base for the replacement schedule, the criteria for equipment replacement is adjusted based on the type of vehicle, its utilization and application. The mix of vehicles planned for replacement does change year to year, because actual vehicle mileage varies from the projected miles used for the plan. This project proposes to replace a total of 123 vehicles in five different categories - 94 vehicles in 2019 and 29 in 2020. Budget Request Basis: The replacement budget was determined by a standard replacement threshold based on mileage and age of vehicles also taking into account vehicle condition and maintenance cost. The replacement standards were set from King County policy. Vehicle pricing is based on current model year cost plus a percentage increase for inflation as well as additional costs for aftermarket builds for specific business needs to accommodate users changes in technical specifications as needed. The beginning and ending balances shown in the table above result from the fact that additional appropriation requested in the 2019 omnibus had not been implemented in the system of record at the time that this form was created.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1028730	TD NORTHGATE TC TOD STANDALONE		\$4,794,171	<p>Current Scope: Northgate Transit Center (TC) Transit Oriented Development (TOD) Project - This project consists of integration of the transit center function with the new Northgate Link light rail station, and includes three primary components: the Transit Center for bus passenger loading, a new bus transit roadway, and a new bus layover facility which includes a comfort station building. This project is one of four projects associated with the Northgate TOD Program, previously part of a common appropriation.</p> <p>Budget Request Basis: Budget is requested for three components that integrate the bus Transit Center function with Sound Transit's Link Light Rail function. The three components are comprised of: Transit Center elements including Real-Time Information Sign System and bus operations room; a new bus transit roadway abutting the east side of Sound Transit's new bus passenger loading island; and a new bus layover facility. The budget request includes costs for implementation of the Sound Transit property sale transaction for the elevated rail station and guideway, including design and construction of the bus layover facility adjacent to Sound Transit's new Northgate Station/Transit Center. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4 M is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.</p>
1028770	TD SYSTEM BRT CORRIDOR PROGRAMMATIC	✓	(\$1,612,861)	<p>Current Scope: System Bus Rapid Transit (BRT) Corridor - The scope of the project is to plan, design, and construct the elements of RapidRide that improve transit speed and reliability for five of the RapidRide corridors: Pacific Highway South (A Line), Bellevue-Redmond (B Line), West Seattle to Downtown Seattle (C Line), Ballard-Uptown to Downtown Seattle (D Line), and Aurora Avenue North (E Line), from Shoreline to Downtown Seattle. The project will design, install, and test the intelligent transportation system that provides transit signal priority, as well as the data communication link from the Metro communications control center to real time passenger information signs and stand-alone fare transaction processors located along the corridors.</p> <p>Budget Request Basis: This master project had multiple subs, all completed. Disappropriating remaining budget.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1028794	TD HWY 99N TRANSIT CORRIDOR STANDALONE	✓	(\$21,727)	Current Scope: Highway 99 Transit Corridor - This project enables King County, WSDOT, the City of Shoreline and the City of Seattle to work together to make capital investments to improve the safety and operational efficiency of the Highway 99 North/Aurora corridor. The City of Shoreline has completed the roadway widening that includes transit lanes in both directions from N 145th to N 192nd. The remaining portion of the project includes King County funding associated construction of transit lanes in both directions, traffic signal cabinet upgrades to facilitate future transit signal priority installation, and the construction of the foundation for future passenger facility amenities between N 192nd and N 205th. Budget Request Basis: This project has been completed. Disappropriating the remaining budget.
1028795	TD TAMP PROGRAM ADMIN PROGRAMMATIC		\$4,924,852	Current Scope: Transit Asset Management Program (TAMP) Administration - This program is intended to support the soft cost requirements for the TAMP. These soft costs include program management, data analysis, functional analysis, and inspection to ensure the sustainability of Metro's assets. Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4M is being reappropriated from project 1129630 TDC SGR PROGRAM MGMT to fund or partially fund this project. The budget is based on the following activities' expected cost: monitoring progress and performance of fixed asset appropriations and their sub-projects; conducting financial management including developing budget, evaluating cost estimates, and performing fiscal reporting; overseeing the assessment work where asset conditions are evaluated and ranked; responding to audits and other performance evaluations and participatomp in these evaluations to strive for continual improvements; and responding to FTA requirements and other agencies regarding asset management policies and procedures.
1028815	TD HIGHLINE CC TRN FACILITY STANDALONE		(\$721,079)	Current Scope: Highline Community College Transit Facilities - This project consists of design and construction of bus zone and roadway improvements on the Highline College Campus southeast roadway loop to improve passenger and operational safety. The improvements are consistent with and support bus transit service for Sound Transit's planned Kent/Des Moines Link light rail station. Budget Request Basis: This project has been cancelled. Disappropriating the budget.
1028816	TD BUS 60FT MB06 2 HYBRID PROGRAMMATIC	✓	(\$278,885)	Current Scope: 60-Foot Bus Hybrid Fleet - This project funded replacement and expansion Transit's 60 foot hybrid bus fleet. Budget Request Basis: This is an old bus procurement project that is complete. Disappropriating remaining budget.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1028827	TD CAPITAL PROJECT OVERSIGHT ADMIN		\$257,231	Current Scope: Council Auditor Capital Project Oversight Budget Request Basis: Based on allocation formula.
1028830	TD TRANSIT PRIORITY IMPROVEMET PROGRAMMATIC		\$0	Current Scope: Transit Priority Improvement program - This program covers corridor planning studies and conceptual development plans to identify projects that support the METRO CONNECTS vision along congested corridors and individual intersections. Small and low-cost projects typically involve implementing spot improvements at chokepoints where buses experience blockages or delays approaching intersections or merging back into traffic after serving a bus stop. Medium cost projects include improvements like transit priority treatments for a portion of a high ridership route corridor, such as bus lanes along a particular arterial shared by several different routes, or re-timing traffic signals along a corridor. High cost projects can be a variety of speed and reliability improvements along the entire length of a route corridor, such as transit signal priority and other major infrastructure improvements such as a lane widening project. Budget Request Basis: Current appropriation is sufficient in the biennium, so no additional requested appropriation is requested at this time.
1028854	TD VANPOOL VEHICLE PURCHASE STANDALONE	✓	(\$1,893)	Current Scope: Vanpool Fleet - The project funds the purchase of new vans needed to support the County's Vanpool Program. New vans are purchased to replace vans at the end of their useful vanpool life and to expand service. Budget Request Basis: This is the old vanpool fleet procurement project; van procurement is continuing in a new project (1130169). Disappropriating remaining funds.
1028857	TD NON REV VEHICLE CAP OUTLAY PROGRAMMATIC		\$8,464,221	Current Scope: Non-Revenue Vehicle Capital Outlay Program - This programmatic project provides for the purchase of new equipment and vehicles that are not associated with other capital projects. Only items that have been approved by the overseeing committee may be purchased. These assets then become part of the fixed asset base of the Public Transportation Fund and are replaced through one of the asset management projects. Budget Request Basis: The budget is requested based on the needs identified by Transit for the 2019-2020 cycle. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, approximately \$5.3 M is being reappropriated from project 1116036 TDC CAPITAL OUTLAY BUDGET, which is being discontinued, to fund or partially fund this project.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1111769	TD WAREHOUSE REPLACEMENT STANDALONE	✓	(\$2,116)	<p>Current Scope: Warehouse Replacement - This project will replace the 50,000 square foot warehouse west of the Atlantic/Central Base campus. The scope of the project will address Metro Transit's system needs for short and long term storage, new bus parts storage, facilities material storage, trolley parts storage, and bulk or oversized storage. The project envisioned assumes a 50,000sf multilevel replacement structure that is located on Transit property.</p> <p>Budget Request Basis: This body of work was split into individual (smaller) projects.</p>
1111770	TD CIP CONTINGENCY ADMIN		\$5,165,161	<p>Current Scope: Emergent Need Contingency - This project provides a mechanism for allocating additional appropriations to existing capital projects within the same fund in the event of unforeseen circumstances which cause existing appropriations on a project to be insufficient. If needed, the appropriation authority in this project would be transferred to other projects within Fund 3641.</p> <p>Budget Request Basis: The budget request represents the maximum amount allowed per King County Code. The maximum amount is requested based on the size of Transit's capital program.</p>
1111778	TDC FACILITY CONDITION ASSESSMENTS PROGRAMMATIC		\$6,225,943	<p>Current Scope: Facility Condition Assessment - This program funds inspections of all of metro's facilities and generates a report of necessary repair and replacement needs critical to the long term state of good repair for Metro's assets.</p> <p>Budget Request Basis: The budget is based on the awarded value of the work order contract plus employee costs for internal engineering support. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4.2 M is being reappropriated from project 1129630 TDC SGR PROGRAM MGMT to fund or partially fund this project.</p>
1111780	TD ASSET MGMT INTEGRATION STANDALONE	✓	\$969,277	<p>Current Scope: Asset Management Integration - This effort includes entering updated asset condition data into the existing database, assigning criticality scores by asset types and creating asset relational hierarchies within the database.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1M is being reappropriated from project 1129630 TDC SGR PROGRAM MGMT to fund or partially fund this project.</p>
1111789	TD ORCA VENDING MACHINES STANDALONE	✓	(\$539,475)	<p>Current Scope: ORCA Vending Machines - This project provides funding to purchase and install eight ticket vending machines throughout King County that will dispense ORCA cards and add value to ORCA cards to provide additional convenient options to individual customers purchasing regional fare media. Machines are currently installed in five locations and three more locations are planned and designed.</p> <p>Budget Request Basis: Completed, disappropriating remaining budget.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1111978	TD TRANSIT CENTER SECURITY STANDALONE	✓	(\$913)	<p>Current Scope: Transit Center Security - This project replaced lighting at three locations and installed security communication and surveillance equipment at two transit centers. Lighting improvements at the Kenmore and South Bellevue P&R were completed in 2009. Lighting improvements at the Northgate Transit Center were completed in 2008. Emergency call stations, surveillance cameras, recording equipment and break-in alarms were installed at the Northgate Transit Center in 2009 and at the Aurora Village Transit Center in 2013.</p> <p>Budget Request Basis: This project has been completed. Disappropriating the remaining budget.</p>
1111997	TD NORTHGATE TOD SITE DEV STANDALONE		\$2,880,299	<p>Current Scope: Northgate Transit Oriented Development (TOD) Site Development - This project consists of the sale of Metro Transit's property located east of the future Northgate Link light rail station and bus transit roadway, and redevelopment of the property into a high-density, mixed-use community including over 300 units of affordable housing, market rate housing, and potentially office and retail space. This project is one of four projects associated with the Northgate TOD Program, previously part of a common appropriation.</p> <p>Budget Request Basis: Budget is requested to continue forward with the property sale for redevelopment into the high-density, mixed-use transit oriented community, as envisioned for this designated Regional Growth Center. This budget request includes estimated costs for the necessary property transactions and ensuring compliance with the terms of property sale agreements. This property transaction is expected to result in revenues to Metro Transit. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4 M is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1115487	TD SHELTER REFURBISHMENT PROGRAMMATIC		\$11,121,169	<p>Current Scope: Shelter Refurbishment - This program consists of maintaining Metro Transit's existing bus stop shelters in a state of good repair by refurbishing 140 to 160 shelters annually. Refurbishment work may involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and Rapid Ride components that have more electrical and electronic systems.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$9 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project. The 2019-2020 budget is based on past years' expense trends. Anticipated program cost increase fund planning labor increases to inform future capital improvement programs and costs associated with materials with imposed tariffs, new materials contracts, and general wage increases.</p>
1115489	TD TROLLEY POLES PROGRAMMATIC		\$5,708,064	<p>Current Scope: Trolley Poles Infrastructure - This program supports the maintenance and repair of trolley bus program by replacing trolley poles as needed. Previous efforts have resulted in 80 - 100 wood poles being replaced annually.</p> <p>Budget Request Basis: The 2019-2020 budget is based on past years expense trend for replacement of trolley poles. These costs are including labor, supplies, and equipment to support the timely repair and maintenance of the trolley poles. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$5 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project.</p>
1115490	TD TROLLEY OVERHEAD SWITCHES PROGRAMMATIC		\$2,954,709	<p>Current Scope: Trolley Overhead Switches - This program is in support of the maintenance and repair of the trolley switches infrastructure. Past efforts have resulted in five to 15 overhead switches and ancillary hardware being replaced annually.</p> <p>Budget Request Basis: The biennium budget addresses the requirements for the Trolley Overhead switch replacement. The 2019 - 2020 budget is based on past years expense trend for replacement of trolley switches. These costs are including labor, supplies, and equipment to support the timely repair and maintenance of the trolley switches. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$3 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1116015	TD TOH, SHELTER, EQUIP BUDGET PROGRAMMATIC	✓	(\$17,965,146)	<p>Current Scope: Trolley Poles and Switches, Shelter and Equipment Replacement - This program consists of four subprojects that have annual “routine” asset replacements: 1) trolley switches replacing five to 15 intersection electrical hardware annually, 2) trolley poles including mast arms replacing 100-120 wood poles annually, 3) bus stop shelter refurbishment rebuilding 140-160 shelters annually, and 4) equipment replacement funding of shop, field, grounds, power and custodial equipment.</p> <p>Budget Request Basis: As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$18 M is being disappropriated from this project and reappropriated to the following: \$9 M to 1115487 TDC SHELTER REFURBISHMENT; \$5M to 1115489 TDC TROLLEY POLES; \$3M to 1115490 TDC TROLLEY OVERHEAD SWITCHES; and \$1M to 1127254 TDC UNIV BRIDGE POLE REPL.</p>
1116036	TD CAPITAL OUTLAY BUDGET PROGRAMMATIC	✓	(\$5,268,713)	<p>Current Scope: Capital Outlay Budget - This program provides for the purchase of new equipment that is not associated with other capital projects. Requests are submitted from sections within the Transit Division and DOT Administration for new equipment and tools that meet King County's current capital asset definition.</p> <p>Budget Request Basis: As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$5.3 M is being disappropriated from this project and reappropriated to 1028857 TDC CAPITAL OUTLAY PROGRAM.</p>
1116057	TD NORTHGATE TOD BUDGET PROGRAMMATIC	✓	(\$10,494,816)	<p>Current Scope: Northgate Transit Oriented Development - This program funded the four major elements of the Northgate project. These include 1) the design and construction of a new transit facility integrated with Sound Transit’s Northgate Link light rail station, 2) the demolition of the existing facility, 3) coordination and implementation of Transit Oriented Development (TOD), and 4) the integration of the first three elements with non-motorized improvements planned for the station area. This program is being terminated as Transit moves away from large programmatic projects.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$10.5M is being disappropriated from this project and reappropriated to the following: \$4 M to 1028730 TDC NORTHGATE TC TOD, \$4 M to 1111997 TDC NORTHGATE TOD SITE DEV, \$100K to 1123981 TDC NORTHGATE NON-MOTORIZED, \$2.2 M to 1133920 TDC NORTHGATE TC DEMO. The remainder is being disappropriated.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1116070	TD SR 520 UPA BUDGET PROGRAMMATIC	✓	(\$78,804)	<p>Current Scope: State Route 520 Corridor Improvements - The scope of this project is to increase transit capacity in the SR520 corridor to accommodate increased transit demand that results from tolling the corridor. This project includes the purchase of 28 coaches by King County Metro, fourteen 40 ft buses and fourteen 60 ft buses. Passenger shelters will be added at 4 locations, with real time information signs added at an additional 2 locations.</p> <p>Budget Request Basis: This master project has subs, all completed. Disappropriating remaining budget.</p>
1116071	TD OP FACILITY IMP BUDGET PROGRAMMATIC	✓	(\$3,000,000)	<p>Current Scope: Operating Facilities Improvements - This program supports transit operations and maintenance by adding new assets or by extending the lives of existing assets. Improvements are justified by changes in business practices, technology, regulations, and other criteria. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities.</p> <p>Budget Request Basis: As part of Metro's move to having fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$3 M is being disappropriated from this project and \$2M is being reappropriated to 1134215 TDC FACILITIES IMPROVEMENTS. The remainder is being disappropriated.</p>
1116073	TD SHELTERS & LIGHTING PROGRAMMATIC	✓	(\$14,967,459)	<p>Current Scope: Shelters and Lighting - This program that makes improvements to bus stops and adds passenger facilities including new shelters, upgraded shelters, awnings, benches, trash cans, leaning rails and lighting. This project also works closely with jurisdictions and developers to coordinate and mitigate impacts to existing bus stops and transit facilities and often coordinates the removal and upgrade of existing facilities.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$15 M is being disappropriated from this project and reappropriated to 1028681 TDC BUS ZONE IMP SHELTERS.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1116112	TD TROLLEY MOD BUDGET PROGRAMMATIC		(\$1,160,000)	<p>Current Scope: Trolley Modifications Budget - This program is in support of the implementation of trolley projects initiated by partners, including Seattle Department of Transportation (SDOT), Washington State Department of Transportation (WSDOT), Sound Transit, etc. Modifications are required due to changes in road alignments, safety concerns and other matters such as service changes and improvements that mandate a change to the trolley overhead configuration. As a majority of these changes are from external partners, Metro Transit Trolley Program is working to improve the relationship/partnerships with these organizations. It is anticipated that we will be reimbursed for at least 25% of the work from our partners.</p> <p>Budget Request Basis: As part of Metro's move to having fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$1.2 M is being disappropriated from this project and reappropriated to the following: 1124294 TDC FAIRVIEW BRIDGE TOH SUPP - \$500K; 1132794 TDC SR520 TROLLEY INFR REPL - \$400K; and 1133586 TDC TROLLEY OH-BALLARD \$300K.</p>
1116246	TD F LINE RAPID RIDE BUDGET PROGRAMMATIC	✓	(\$1,690,289)	<p>Current Scope: F Line RapidRide - The scope of the project is to implement the key capital elements of the F Line RapidRide. The capital elements include the design and construction of roadway and Intelligent Transportation System (ITS) improvements including transit signal priority, real time information signs, and fiber optic communications; and the design and construction of passenger facility improvements including stations, enhanced and standard stops.</p> <p>Budget Request Basis: All elements of this master project are completed. Disappropriating remaining budget.</p>
1116743	TD RT 101 TRANSIT CORRIDOR IMP STANDALONE	✓	(\$637,561)	<p>Current Scope: Route 101 Transit Corridor Improvements - Route 101 provides a connection to downtown Seattle from the Renton Transit Center. It carries over 3,700 weekday riders or 947,000 annual riders. It is an all-day transit route with 30 minute headway, with more frequent service every 12 minutes during the peak periods. This project will improve transit speed and reliability along the last 4.5 mile distance from Martin Luther King/S 129th St to Renton Transit Center. The project scope of work includes upgrading traffic signal cabinets and controllers, installing signal cabinet foundations, installing fiber communication infrastructure for transit signal priority (TSP) and future ITS applications, modifying roadway channelization, and retiming traffic signals along the corridor.</p> <p>Budget Request Basis: Completed, disappropriating remaining budget.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1116744	TD RAPIDRIDE E LINE PASS THRU ADMIN	✓	(\$1,885,308)	<p>Current Scope: RspidRide E line Pass Through - This project includes grant funded elements of the RapidRide E line that will be performed by the cities of Seattle and Shoreline. The City of Seattle portion includes the design and construction of pedestrian improvements along the Aurora Avenue North RapidRide corridor. The City of Shoreline portion includes the construction of business access and transit (BAT) lanes and sidewalk improvements between N 192nd St and N 195th St. Metro Transit has passed the Federal Transit Administration funds to these jurisdictions. King County is the grant recipient and as such is responsible for seeing that the projects for all of the parties meet FTA rules and regulations.</p> <p>Budget Request Basis: Completed, disappropriating remaining budget.</p>
1116745	TD 3RD AVE IMPROVEMENTS PROGRAMMATIC	✓	(\$6,000,000)	<p>Current Scope: Third Avenue Transit Corridor Improvement and RapidRide Facilities - This project will provide bus stop, streetscape and transit street priority improvements to the region's primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle.</p> <p>Budget Request Basis: As part of Metro's move to having fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$6 M is being disappropriated from this project and reappropriated to the following: approximately \$5 M to 1134232 TDC 3D AVE YESL TO MAIN. The remainder is disappropriated.</p>
1116893	TD HASTUS EPM STANDALONE		(\$228,880)	<p>Current Scope: HASTUS Employee Performance Module (EPM) - This project is to install and configure the HASTUS EPM module as a fully integrated part of the HASTUS operations planning/dispatch system. This module pulls relevant operator data from the Transit Safety and Customer Comments systems and stores that data in the HASTUS database. KCIT-DOT staff create data interfaces using web services to acquire this data as it is created. The module also provides the ability for Transit Operations to capture and store all time & attendance data as well as any disciplinary actions taken.</p> <p>Budget Request Basis: This project has been cancelled. Disappropriating the budget.</p>
1117069	TD 35 FT HYBRID BUS PROGRAMMATIC	✓	(\$60)	<p>Current Scope: 35-Foot Hybrid Bus - This project funds the replacement of 30-ft and 35-ft buses with 35-ft low-floor hybrid buses.</p> <p>Budget Request Basis: This is an old bus procurement project in Transit's capital fund 3641. Currently, all revenue fleet procurement is executed in the Revenue Fleet Fund. Disappropriating remaining budget.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1121955	TDC REPL P&R LIGHTING STANDALONE		\$2,796,715	<p>Current Scope: Park & Ride Lighting Replacement - This project supports the replacement of existing lighting at all park and rides with LED/High efficiency lighting.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$2.2 M is being reappropriated from project 1129627 TDC SITE ASSET MGMT to fund or partially fund this project.</p>
1122351	TDC RT 50 SPOT IMPROVEMENTS STANDALONE	✓	\$51,174	<p>Current Scope: Route 50 Spot Improvements - This project funds transit priority improvements along Route 50. It has been a subproject of the Transit Priority Improvement program, which covers corridor planning studies and conceptual development activities for high-ridership corridor improvements and also includes design and implementation phases for localized improvements.</p> <p>Budget Request Basis: This is an old, completed subproject of the 1028830 TDC TRANSIT PRIORITY IMPR master and is being closed as a standalone. This budget request transfers the budget from the master.</p>
1122396	TDC RENOVATE DSTT ELEVATORS STANDALONE		\$4,308,957	<p>Current Scope: Downtown Seattle Transit Tunnel (DSTT) Elevator Renovation - This project is a continuation of existing project/contract already underway to refurbish the elevators in the Downtown Seattle Transit Tunnel including cab interior refurbishment/refreshment, mitigation of water intrusion issues with shaft components, and compliance with current conveyance standards.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$3.2 M is being reappropriated from project 1129626 TDC INFRASTR ASSET MGMT to fund or partially fund this project. The budget request is the contracted amount for the refurbishments with the conveyance vendor.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1123790	TDC WSCC AT CONVENTION PL TOD STANDALONE		\$6,877,562	<p>Current Scope: Washington State Convention Center at Convention Place Transit Oriented Development (TOD) - This project is the effort underway on a larger project previously known as TOD Convention Place. The larger project includes construction of replacement traction power substation, relocation of communications and fire/life/safety systems, and interim access ramp to allow for continuous bi-directional bus service from the Downtown Seattle Transit Tunnel (DSTT) to 9th Avenue until the end of bus/train joint operations in the DSTT. This project's scope consists of assisting with oversight, permitting and management of Washington State Convention Center construction activities and completion of the real property transaction.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$6.9 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project. The budget request for this project include estimates of remaining Metro Transit staff time to finish and implement agreements with all external stakeholders.</p>
1123981	TDC NORTHGATE NON-MOTORIZED STANDALONE		\$94,206	<p>Current Scope: Northgate Non-Motorized Projects - This project consists of Metro Transit's review and oversight of City of Seattle pedestrian and bicycle (non-motorized) projects to ensure that efficient and safe bus operations are maintained, and that the projects are compatible with the new Northgate Link light rail station/transit center and the Northgate Transit Oriented Development. The City of Seattle projects include non-motorized projects to the local network to improve pedestrian and bicycle connectivity between the neighborhoods in the Northgate area and the new integrated Northgate Station/Transit Center.</p> <p>Budget Request Basis: The budget is based on the cost of review and oversight of proposed pedestrian and bicycle improvements by the City of Seattle to ensure the efficient and effective transit service to, from, and in the vicinity of the new Northgate Station/Transit Center. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$100 K is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.</p>
1124234	TDC RADIO LIFE CYCLE REPLACE STANDALONE	✓	(\$147,419)	<p>Current Scope: Transit Radio System Replacement - This request will provide funding for a program of life cycle hardware and software updates to maintain the Transit radio system in a state of good repair; avoid early obsolescence of IT components within the system; and allow Transit to ensure vendor support for the system past the current support contract term of 2022.</p> <p>Budget Request Basis: This standalone project is completed. Disappropriating remaining budget.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1124256	TDC REGL TRANSIT CONNECTIVITY PROGRAMMATIC		\$0	<p>Current Scope: Rational Transit Connectivity - This Program supports capital partnership projects that, with Metro's many external partners, help leverage improvements in transit speed, reliability, safety, capacity and customer experience. Presently, the program is providing necessary funding to capital projects that improve bus/rail transit hubs for integrated services at the University of Washington (in support of but separate from One Center City work), critical acquisition of land for layover capacity (north of downtown Seattle), Route 62 terminal improvements, design phase of a new Bellevue College Connector project, capital staff support for activities related to Washington State Department of Transportation improvements on SR 520, Trolley Oversight Program, Seattle Department of Transportation Major Project Coordination on the Seattle Streetcar.</p> <p>Budget Request Basis: There is growing demand for capital partnership projects as evidenced by high yield of project proposals from cities throughout King County solicited through Metro Transit's Technical Advisory Committee. Over 1,000 project proposals were received by Metro and have been assigned to improvement packages for consideration of investments over time to support METRO CONNECTS envisioned future networks: 2025 and 2040. There is no additional funding request in 2019-2020, as this program is expected to have significant carryover appropriation from 2-17-2018. The outyear budget requests are based on Metro Transit's funding available to devote to this endeavor when considering other capital program needs.</p>
1124294	TDC FAIRVIEW BRIDGE TOH SUPP STANDALONE		\$843,723	<p>Current Scope: Fairview Bridge Trolley Overhead Replacement - This project is in support of the replacement of the trolley infrastructure in support of the replacement of the Fairview Bridge. The scope of work includes removal and replacement of existing trolley wire on City of Seattle Fairview Bridge during bridge demolition and reconstruction. It includes trolley infrastructure changes to support a detour of trolley service on the Route 70 during the 18 month bridge construction project.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$500K is being reappropriated from project 1116112 to fund or partially fund this project. The the 2019-2020 request is based on previous expenses for similar projects.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1124413	TDC REAL TIME IMPROVEMENTS STANDALONE		\$910,110	<p>Current Scope: Real Time Improvements - This project makes a series of improvements to the information systems that produce public facing schedules and real time information for Metro Transit services. The primary asset delivered by the project is a centralized message management system, allowing Metro Transit staff to create, dispatch, and amend messages for bus, light rail, and water taxi service. The tool receives inputs from each service mode's control software and provides standardized outputs to feed all existing communications channels and supplement real time data feeds, delivering messaging to all consumer transit smartphone and web apps. Additional functionality is added to the bus control system, to allow data capture for service cancellations, stop closures, and reroutes. The project adds a module to the bus control system to give transit field supervisors visibility into the real time state of buses, improving Metro's ability to manage and message around unplanned traffic diversions (accidents, civic disruptions), and updates all of the internal data systems to use the general transit feed specification and real time data standards, which have been adopted across the US and Canada, from a variety of European standard and/or proprietary data formats.</p> <p>Budget Request Basis: During project planning seven tasks were identified, consisting of the addition of one new SaaS tool and six modifications or additions to existing technology platforms used in Metro Transit. The revised budget estimates include vendor quotations for services where available and estimates identified by comparing the work to other recent projects with similar components. The project will work with KCIT through the Architecture Review Team to ensure that County standards for solutions and security are adhered to. KCIT support will be required primarily to configure firewall points for publication of public facing data. The project will require: 1) a part time project manager; 2) software solutions and consulting services to implement the solutions. This request covers all project phases from planning through closeout. It will cover the following project activities: project management, requirements and solution analysis, solution implementation and project closeout. This project has completed the planning phase. The budget request funds completion of the scope of work.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1124415	TDC HASTUS PLANNING MODULE STANDALONE		\$801,777	<p>Current Scope: HASTUS Planning Module - This project will allow Metro Transit to acquire a new module for HASTUS, the software suite currently used by the scheduling group to produce vehicle and operator/crew schedules. This new module would be used primarily by service planning staff to develop and evaluate route and transit network concepts, including the associated costs. Service development and systems development & operations staff will work with the software vendor - GIRO - to evaluate out-of-the-box functionality, identify any shortcomings, and customize the software module if necessary to meet the agency's specific needs. Minimal customization is expected and out-of-the-box functionality will be preferred, to be confirmed during the project's planning and design phases with a detailed business and systems analysis.</p> <p>Budget Request Basis: The original 2017-2018 capital budget request did not include the cost of purchasing GIRO's Planning Module or GIRO's design and implementation tasks. This budget request adds funding to support all phases of the project, including the system design and implementation phases that will include significant levels of effort by the HASTUS vendor GIRO. The project budget request has been increased to cover contractor costs, including the purchase of the HASTUS planning software module and associated design and implementation tasks by GIRO.</p>
1124427	TDC REPL SIGNAL PRIORITY EQUIP STANDALONE		\$4,422,282	<p>Current Scope: Transit Signal Priority Project - This project funds the replacement of legacy transit signal priority (TSP) equipment and provides a cost effective approach for future expansion. The cost-effective approach is based on using real time and predictive data to drive signal priority instead of hardware installed at intersections. The following features are in the project's current scope: replacement of legacy TSP infrastructure; reduction and/or elimination of King County hardware at TSP intersections; and development of an application programming interface (API) to be shared with jurisdictional traffic management systems.</p> <p>Budget Request Basis: The budget request includes additional appropriation based on RFI responses received in the initial design phase, which indicate that the original Concept of Operations estimate is not supported by industry conditions. The additional appropriation is necessary based on high level pricing proposed in RFI responses.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1124429	TDC REPL 4.9 NETWK & ROUTERS STANDALONE		\$2,500,000	<p>Current Scope: Replace 4.9 Network and Routers with Next Generation Wireless (NGW) - This project funds the replacement of end-of-life wireless equipment with new cellular 4G LTE-based equipment. This equipment will transmit data and real time information from on-board systems - including ORCA - to King County servers. The project scope includes: replacement of the existing 4.9 GHz network; deployment of new wireless network; governance for the wireless network covering how system communicates through the service and how the service is supported; updates to impacted applications to ensure existing functionality is not degraded or lost after deployment of the new wireless network; and maintenance and support plan for King County staff after deployment of new wireless network.</p> <p>Budget Request Basis: The appropriation request for 2019-2020 is a planned phase request part of the original budget. The cost estimate was developed through a combination of vendor quotes and a request for information.</p>
1124456	TDC ORCA REPLACEMENT STANDALONE		\$5,610,954	<p>Current Scope: ORCA Replacement - This project is a joint effort between King County Metro Transit, Sound Transit, and other regional transit agencies to replace and update the existing ORCA smart card regional fare collection system. The future ORCA fare collection system is expected to include the following elements: fare card readers or validators at all fare collection points, including buses, rail and streetcar stations; operator displays and functionality to collect and manage fares while delivering service; fare inspection equipment for fare enforcement officers for next generation ORCA (ngORCA) system; agency servers and other equipment needed to collect fares from readers and otherwise manage system devices and functions; a central clearinghouse and associated financial processing to manage, reconcile, and settle transactions; system websites for agency management, business accounts, and customer use; reporting and management processes required for system implementation and ongoing maintenance; and negotiation and renewal of a long-term support and maintenance agreement.</p> <p>Budget Request Basis: This is a planned appropriation from the original 2017-2018 budget request. This amount requested in 2019-2020 allows the project to approve and sign the various vendor contracts during the current biennium. Additionally, these funds support previously approved staffing costs for this period. The overall project budget of \$57.5M as submitted in the 2017-2018 biennium is unchanged. A future appropriation in the 2021-2022 biennium in the amount of \$7.8M is planned.</p>
1124523	TDC CIP GRANT CONTINGENCY PROGRAMMATIC	✓	(\$2,440,400)	<p>Current Scope: Grant Contingency - This project provides appropriation for potential grant funded expenditures.</p> <p>Budget Request Basis: Transit is disappropriating entire budget as they have not used this in the past.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1124887	TDC Strategic Technology Roadmap STANDALONE	✓	(\$307,345)	<p>Current Scope: Strategic Technology Roadmap for Transit (STRT) - This project addresses how technology will be used in the future to support Transit in delivering transit service. It is intended to provide a planned, integrated, and forward-looking understanding of the evolving technology needs and solutions over the next five years for transit riders, operations and administration. The STRT shall recommend and prioritize technology solutions and identify the integration points of those solutions with other transit, County, and regional technologies.</p> <p>Budget Request Basis: Completed, disappropriating remaining budget.</p>
1125742	TDC 500KV SUB BREAKERS STANDALONE		\$7,425,001	<p>Current Scope: 500 Kilo Volt Sub Breakers - This project will complete design and specifications for breaker procurement, procure material and equipment, and install new breakers. Replace (54) 500KV Trolley Substation Breakers without interruption of electric trolley bus service. Electric Trolley Bus Overhead System wires will remain energized during the breaker replacement work.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$2.4 M is being reappropriated from project 1129626 TDC INFRASTR ASSET MGMT to fund or partially fund this project. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. Purchase orders have already been issued for the first procurement of breaker replacements</p>
1125765	TDC BROAD ST SUB X-FORMER STANDALONE		\$3,406,535	<p>Current Scope: Broad Street Substation Transformer - This project will replace the Broad St. substation's 1500KVA DC Transformers and Rectifiers (switchgear).</p> <p>Budget Request Basis: Ongoing Project; 2019-2020 funding will support the project through implementation and close out. Budget request has been generated using in-house engineering assessments. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$600k is being reappropriated from project 1129626 TDC INFRASTR ASSET MGMT to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1126349	TDC Alternative Services PROGRAMMATIC		\$6,114,823	<p>Current Scope: Alternative Services - This project funds the purchase of vehicles for the Community Connections (formerly known as Alternative Services) program and has the aim to develop, test, and evaluate new transportation services that take advantage of innovative ideas, unique partnerships, or emerging technology. The solution set for each community partner varies depending on need, but often includes products and services that require the purchase of new vehicles. The Community Connections program is a program in which Metro Transit works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that don't have the infrastructure, density, or land use to support regular, fixed-route bus service.</p> <p>Budget Request Basis: In 2018, the anticipated vehicle purchase is: twelve 12-passenger vans, thirteen seven-passenger vans, ten Nissan Leafs, six 29-foot transit buses, and six small transit buses. For 2019 and 2020, the budget request assumes vehicle mix similar to needs of projects to date. There are six projects per calendar year. Half of the six typically require six accessible vans and one Leaf. The other half typically require three transit vehicles, three accessible vans, and a Leaf. The 2019-2020 ask does not include any replacement vehicle needs for current fleet; that need begins starting in 2023.</p>
1127241	TDC SB BUS WASH VAC REPL STANDALONE		\$669,715	<p>Current Scope: South Base Bus Wash Vacuum Replacement - This project includes the replacement of wash and vacuum and associated systems, including compressor/dryers, fire protection systems, interior piping's distributions, ventilation, and electrical systems at South Base.</p> <p>Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$700 K is being reappropriated from project 1129628 TDC BUILDING ASSET MGMT to fund or partially fund this project.</p>
1127254	TDC UNIV BRIDGE POLE REPLACEMENT STANDALONE		\$1,984,481	<p>Current Scope: University Bridge Trolley Pole Replacement - This project is in support of the replacement of the 30 trolley poles located on the University Bridge as part of the State of Good Repair.</p> <p>Budget Request Basis: The funding for this project has been identified based on the previous cost of the poles to replace 3E/12E, as well as identifying the need for consultant/contractor to install the remaining 30 poles. Funding for replacing trolley poles on University Bridge continues in 2019-2020. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1 M is being reappropriated from project 1116015 TD TOH, SHELTER, EQUIP BUDGET to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1127330	TDC COMFORT STATIONS PROGRAMMATIC		(\$2,788,747)	<p>Current Scope: Comfort Stations - This project involves siting, design and construction of permanent comfort stations for transit operators throughout the Metro Transit System.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$2.4 M is being disappropriated from this project and reappropriated to the following: \$1M to 1127867 TDC COMFORT ST SODO, \$700K to 1127875 TDC COMFORT ST TIBS, \$500K to 1127880 TDC COMFORT ST VASHON, \$100K to 1127864 TDC COMFORT ST WESTWOOD, and \$50K to 1131378 TDC COMFORT STATION 2 SODO.</p>
1127864	TDC COMFORT ST WESTWOOD STANDALONE		\$238,465	<p>Current Scope: Westwood Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators at the Westwood Village layover area. This comfort station may include Living Building Challenge high sustainability goals.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$100K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project.</p>
1127867	TDC COMFORT ST SODO STANDALONE		\$1,227,546	<p>Current Scope: SODO (South of Downtown) Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Metro Transit operators at a key layover area on the SODO Busway which is a part of 5th Avenue South, south of Royal Brougham, in downtown Seattle. It is commonly referred to as the E-3 Busway. This project also includes lighting and other safety improvements to the walkway from the layover area to the comfort station.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1M is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. The budget request is based on the construction bid received for the project in summer 2018.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1127875	TDC COMFORT ST TIBS STANDALONE		\$1,086,139	<p>Current Scope: Tukwila International Boulevard Station Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators at Tukwila International Boulevard Station (TIBS).</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$700K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. The budget request is based on an engineer's estimate for construction at the time of bid in summer 2018.</p>
1127880	TDC COMFORT ST VASHON STANDALONE		\$1,065,122	<p>Current Scope: Vashon Island Comfort Station - This project involves siting, design, and construction of a permanent comfort station for Transit operators on Vashon Island.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$500K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. The budget request is based on cost metrics for three comfort station projects that have progressed to construction in 2018.</p>
1128656	TDC DSTT EQUIPMENT RELOC STANDALONE		\$8,182,888	<p>Current Scope: Convention Place Station (CPS) Low Voltage Communication Equipment Relocation - This project involves demolition and relocation of existing Transit Control Center/Communications Room at CPS by the Washington State Convention Center's (WSCC) contractor to facilitate construction sequencing. This project scope involved the relocating of the existing equipment located in the current Communication Room which resides in the cut and cover area at CPS. The systems that are going to be relocated are telephone system, radio and communication system, fire detection, protection, SCADA, security and data systems. All of the new systems will be duplicated and located in prefabricated building to be located inside the Downtown Seattle Transit Tunnel (DSTT). This project is part of a larger body of work at CPS.</p> <p>Budget Request Basis: The budget request supports the following activities: develop, negotiate, and manage development of all agreements with external stockholders and design, oversight, and construction of this project. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$8.2 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129299	TDC EL BUS CHRG INFRASTR STANDALONE	✓	(\$13,200,000)	<p>Current Scope: Electric Bus Charging Infrastructure - This project will involve planning, design, and construction of multiple electric bus charging stations throughout Metro's service area. When completed there will be more charging stations at various locations, most likely bus bases, park and rides, and transit centers to support battery electric bus operations.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$13.2 M is being disappropriated from this project and reappropriated to the following: \$1.5 M to 1134278 TDC BEB CHRGRS BB #2, \$1 M to 1134279 TDC BEB CHRGRS BB #3, \$3.4 M to 1134280 TDC BEB CHRGRS EASTGATE PR #2, \$1.6 M to 1134281 TDC BEB CHRGRS REDMOND TC, \$1.6 M to 1134282 TDC BEB CHRGRS SB TEST FACIL, and \$4.1 M to 1134283 TDC BEB CHRGRS SDOT G LINE PR.</p>
1129343	TDC DT LAYOVER DESIGN STANDALONE	✓	(\$18,000,000)	<p>Current Scope: Downtown Seattle Layover Facilities - This project includes development of bus layover facilities in the northern downtown area of the City of Seattle, generally in the South Lake Union area, and the southern downtown area of the City of Seattle, generally in the Pioneer Square/International District area.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$18M is being disappropriated from this project and reappropriated to the following: \$17M to 1134206 TDC DT SEATTLE LF EASTLAKE and \$1M to 1134212 TDC DT SEATTLE LF NORTH AREA.</p>
1129510	TDC NE SEATTLE TRANSF ENV IMP TDC TRANSFER ENV IMPR BUD		\$337,581	<p>Current Scope: Transfer Environment Northgate ULink - This project will design and construct bus stop improvements identified in the "Work Plan for Improving the Transfer Environment at Locations Impacted by University Link Bus Integration" prepared in January 2016 by Metro Transit for the King County Council, and at bus stops with high rider transfers in other areas of King County in conjunction with the 2019 and 2020 Service Change plans. The package of improvements will include bus shelters, benches, lighting, trash receptacles, and real time information signs (RTIS). The Sound Transit Link Integration improvements identified within the Work Plan will be managed under a separate capital program focused on Sound Transit Link Station Integration.</p> <p>Budget Request Basis: The budget is based on a planning level estimate using past cost estimates from projects that designed and constructed similar improvements. Key budget drivers include the installation and integration of RTIS and the amount of sidewalk work a project will include.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129621	TDC BICYCLE PARKING EXP PROGRAMMATIC		\$297,108	<p>Current Scope: Bicycle Parking Expansion - This Program improves and expands bike parking at transit facilities, supporting the access to Transit vision of Metro's long-range plan, Metro Connects. Project includes design, site prep and permitting, purchase, and installation of equipment. Equipment will include on-demand (electronic access) bike lockers, bike racks and corrals, or other bike parking equipment suited to the site. Site prep may include relocating or removing older equipment. During 2019-2020, this program will fund bike parking improvements of various types at 10-15 locations throughout King County. The locations will be primarily at major transit facilities where Metro Connects anticipates significant shares of biking and walking access to transit. Additional locations will be identified on a continuing basis.</p> <p>Budget Request Basis: Costs are based on vendor pricing for similar equipment previously purchased and preliminary identified locations.</p>
1129626	TDC INFRASTR ASSET MGMT PROGRAMMATIC	✓	(\$6,149,584)	<p>Current Scope: Infrastructure Asset Management - This program keeps assets in good, safe conditions through timely maintenance and repair and reinvests in assets when conditions and/or age affect its performance reliability. Infrastructure assets are defined as assets that function or operate collectively and/or systematically and can be situated in one or multiple locations. Qualifying targets for sub-projects in this master project are radio transmission sites, electric trolley overhead, diesel & gas fueling systems, bus shelters and security systems, to name a few examples.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$6.1 M is being disappropriated from this project and reappropriated to the following: \$ 2.4 M to project 1125742 TDC 500KV SUB BREAKERS and \$600K to 1125765 TDC BROAD ST SUB X-FORMER and \$3.2 M to 1125765 TDC DSTT ELEVATORS RENOV.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129627	TDC SITE ASSET MGMT PROGRAMMATIC	✓	(\$4,292,691)	<p>Current Scope: Site Asset Management - This program is one of five categorical fixed asset appropriations managed by the Power & Facilities section in Transit. "State of Good Repair" or SGR is the principle underlying Transit's asset management plan; to keep assets in good, safe conditions through timely maintenance and repair, and to reinvest assets when conditions and/or age affect their performance reliability. Site assets are defined as assets installed on, above or below the ground/property. It excludes buildings or structures. Qualifying targets for sub-projects in this master project are paving, drainage vaults, storm water systems, underground tanks, yard lighting, to name a few examples.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$4.3 M is being disappropriated from this project and reappropriated to the following: \$1.8 to 1131793 TDC NB I-5 RETAIN WALL and \$2.2 to 1121955 TDC P&R LIGHTING REPLACE.</p>
1129628	TDC BUILDING ASSET MGMT PROGRAMMATIC	✓	(\$7,000,000)	<p>Current Scope: Building Asset Management - This program is one of five categorical fixed asset appropriations managed by the Power & Facilities section in Transit. "State of Good Repair" or SGR is the principle underlying Transit's asset management plan; to keep assets in good, safe conditions through timely maintenance and repair, and to reinvest assets when conditions and/or age affect its performance reliability. Building assets are defined as components within, over and beneath building structures. Qualifying targets for sub-projects in this master project are electrical systems, roof/skylights, HVAC systems, lighting, glazing (windows), and floors and subfloors, to name a few examples.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$7 M is being disappropriated from this project and a portion of this is being reappropriated to the following: \$900 K to 1131481 TDC BB EMERG LIFT REPL; \$400 K to 1133368 TDC CSC FRAME RACK, and \$700K to 1127241 TDC SB BUS WASH VAC REPL.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129630	TDC SGR ADMINISTRATION PROGRAMMATIC		(\$9,205,983)	<p>Current Scope: State of Good Repair (SGR) Program Management - This project includes the planning for programs and projects within the SGR Sub Portfolio and includes prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. This project also involves monitoring of projects for progress and changes in scope, schedule, and budget; adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complementary manner; and tracking interdependencies and coordinating with projects in other programs. Program management activities will also be responsible for ensuring adequate coordination with Vehicle Maintenance and Operations Divisions internal to Metro to meet their needs and mitigate impacts to operations during design and construction.</p> <p>Budget Request Basis: The budget request is based on staffing in the capital planning and program management organization chart responsible for the capital planning and program management duties within the State of Good Repair Sub Portfolio. A modest amount of professional services are included to augment staff expertise. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$9.2 M is being disappropriated from this project and reappropriated to the following: \$4 M to 1028795 TDC TAMP PROGRAM ADMIN; \$4.2 M to 1111778 TDC FACILITY CONDITION ASSMT; and \$1 M to 1111780 TD ASSET MGMT INTEGRATION.</p>
1129631	TDC 8TH BASE CONSTRUCTION STANDALONE		\$0	<p>Current Scope: South King Base (formerly known as 8th Base) Construction - This project will include the search for and purchase of suitable property on which a new bus base can be built as well as planning, pre-design, and design of the new base. The 10 year funding is to prepare us to be ready to construct for an opening as early as 2030, pending confirmation of need based upon monitored fleet growth and electric bus integration efforts, thereby enabling Transit to realize the long range plan for service by supplying more long-term base capacity and a fully electric fleet.</p> <p>Budget Request Basis: The requested budget accounts for the activities and costs associated with the property search, evaluating suitability, negotiations, feasibility studies, title reports and ALTA surveys, environmental due diligence, entitlements and appraisals/review appraisals, and the purchase prices. Work will be conducted by internal staff with consultant support. Real estate consultants provided estimates of property value. External relocation experts were consulted for costs of typical relocations. Estimates for other external services, such as title, appraisal, environmental due diligence, were provided by internal staff with experience procuring and overseeing these services. Staff also provided estimates of staff time required to conduct all property purchase activities. Design cost utilized agency metrics and expertise. Construction cost were developed in partnership with a third party consultant. The scope has not been modified from its 2017-2018 biennium plan.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129632	TDC MOVE SEATTLE RR EXP PROGRAMMATIC	✓	(\$3,968,885)	<p>Current Scope: Move Seattle RapidRide Expansion - This project begins Metro's activities to expand the RapidRide program throughout King County. Corridors for the next RapidRide lines to be implemented in the 2019 - 2025 timeframe have been identified in Metro Connects, King County Metro's draft long range plan.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$4 M is being disappropriated from this project and reappropriated to the following 1132324 TDC MADISON RR.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129633	TDC CCMP 2019 PROGRAM PROGRAMMATIC		(\$11,680,896)	<p>Current Scope: Center City Mobility Program (CCMP) 2019 - This project plans, designs, and implements a set of multi-modal transportation capital investments, designed to keep people and the economy moving during a period when major public and private construction projects will reduce travel and roadway capacity (2018-2023). The capital investments will be completed by 2019 in order to coincide with the end of joint bus-rail operations in the Downtown Seattle Transit Tunnel. Program elements will be implemented jointly by partner agencies in several broad categories, including: 1) signal improvements on Second and Fourth avenues, including the addition of dedicated vehicular turn signals to separate conflicting pedestrian and vehicular movements, improve safety, and provide corridor efficiencies for transit operations; 2) a new transit pathway on Fifth and Sixth avenues to increase transit capacity, speed, and reliability for northbound buses; 3) public realm and user experience improvements for commuters, residents, and visitors of downtown Seattle to enhance safety at street crossings, add lighting, and activate public spaces around transit hubs; 4) transit hub improvements including new and improved bus stops and pedestrian wayfinding at key transfer locations throughout downtown Seattle, at the Montlake Triangle, and at the International District/Chinatown Station; and 5) other strategies to help urban goods delivery, motorists, and commuters.</p> <p>Budget Request Basis: The budget includes Metro's in-kind program expenses for staff, equipment, and contracts procured by King County for the program elements included in this request, plus an estimated \$5.6 million payment to another program partner, Seattle Department of Transportation, whose total in-kind expenses exceed their one-third share in total program costs. Additional project-level scope, schedule, and budget information for each component project element will be included in the OCC Program Management Plan. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$12 M is being disappropriated from this project and reappropriated to the following: \$100K to 1132367 TDC MONTLAKE HUB and \$1.4 M to 1132532 TDC OCC OFF BOARD FARE EQ. The remainder is being disappropriated.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129634	TDC AB REPL MAINT BLD HVAC STANDALONE		\$8,789,919	<p>Current Scope: Atlantic Base Maintenance Building Heating, Ventilation and Air Conditioning (HVAC) Replacement - This project includes replacement of the Atlantic Base Vehicle Maintenance Building air conditioning and vehicle exhaust system and other central campus HVAC works including HVAC air handlers and vehicle exhaust system in Non Revenue Vehicle Building; air handlers, exhaust, and ductwork in Tire and Millwright Shop; and air handler units in Transit Control Center.</p> <p>Budget Request Basis: 2019-2020 appropriation is expected to support final design, implementation and closeout of the project. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1129636	TDC ST LINK STATION INTEGR PROGRAMMATIC		\$2,701,242	<p>Current Scope: Sound Transit Link Integration - This program will provide King County Metro and Sound Transit (ST) with a coordinated effort to assist in the planning and design of Sound Transit's Link, Sounder, and bus rapid transit capital projects to ensure seamless integration among different modes. This includes planning of new light rail, commuter rail, and bus rapid transit stations and other passenger facilities. Well-designed bus-rail integration is a critical component of a successful regional high-capacity transit network. This scope also includes planning and design associated with the ST program for access improvements at existing Sound Move and ST2 stations. The access improvements projects include improvements to bus, pedestrian, and bicycle access to Sound Transit Move and Sound Transit 2 stations. As Sound Transit projects move through construction, Metro will develop separate project budgets to design and construct adjacent bus stop (station area) improvements. The Hubs Program (beginning in 2021) will execute the predesign through closeout phases of Metro's station area improvements.</p> <p>Budget Request Basis: The budget request for 2019-2020 is a planning-level estimate for Metro staff participation in Sound Transit's capital program. For each Sound Transit ST3 or ST2 project, staff time was estimated based on project schedule, including major milestones and deliverables, to aggregate into total estimated full time staff equivalents that comprise the program's appropriation request. King County Metro's capital investments will be funded via separate projects in the Hubs Program. The 2018 budget is inclusive of ST integration planning activities and Northgate/U Link improvements design and construction. For 2019 Northgate/U Link improvements will become a new project with its own appropriation.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129642	TDC SOUTH BASE EXPANSION STANDALONE	✓	(\$15,794,000)	<p>Current Scope: South Base Expansion - The primary scope is to purchase property and buildings located at 12400 E. Marginal Way S., in Tukwila, Washington. This property is located just south of the South Transit Operating Base. This acquisition will enable the Transit Division to increase bus base capacity and remedy overcrowded conditions of the support functions presently located around South Base. A secondary scope is to relocate various work groups into the acquired building and demolish the training facility for reuse as interim bus parking in order to begin increasing capacity at the Base.</p> <p>Budget Request Basis: After the procurement of Group Health property, the base expansion in South King County will continue in two separate projects: 1134218 TDC INTERIM BASE and 1134223 TDC SOUTH ANNEX BASE. The disappropriated budget (\$15.8M) from this project is re-allocated as follows: \$10 M to 1134218 TDC INTERIM BASE, \$4.8 M to 1134223 TDC SOUTH ANNEX BASE, \$600K to 1134213 TDC EAGLE TRAILER LEASE, and \$400K to 1134217 TDC GH GARAGE REPAIR.</p>
1129643	TDC YESLER WAY ELECTRIFIC STANDALONE		(\$1,700,000)	<p>Current Scope: Yesler Way Electrification - This project included the first two phases of a project that would construct approximately 0.6 miles of new trolley overhead wire and support structures along Yesler Way between Third Avenue and 8th Avenue, along 8th Avenue between Yesler Way and Fir Street, and along 9th Avenue between Fir Street and Jefferson Street. The work under this appropriation involved the planning and predesign phases required to proceed with the design of the construction of the identified trolley system improvements. The information from this effort will provide direction to management on the scope and costs of the proposed improvements including the requirements to provide support structures on the bridge over I-5. With management approval the project would be programmed to complete the design and construct the project under the following year budget cycle (2019-2020).</p> <p>Budget Request Basis: In 2017 and 2018, Metro conducted public outreach and additional feasibility, travel time, and cost analysis of this project. That additional work identified substantial public concern about impacts of the project and that the potential travel time benefits would not be significant enough to justify the high cost of new infrastructure. Therefore, Metro is cancelling this project. The budget request disappropriates the bulk of the balance of the budget as this project has been discontinued.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129644	TDC CNTRL/ATL BASE EXP STANDALONE		(\$25,581,279)	<p>Current Scope: Central Atlantic Base Expansion - This project comprises all the activities that will lead to the purchase and development of additional parcels of land adjacent to the Atlantic/Central Base. The development will include the construction of both interim and long term facilities to increase base capacity. Purchases of land will extend the base property, thereby enabling Transit to realize the long range plan for service by supplying more base capacity. The activities will enable Transit to implement the 2013 Atlantic-Central Base Master Plan which calls for 1) increasing bus parking and bus maintenance and 2) relocating non-direct base functions that will be displaced.</p> <p>Budget Request Basis: The requested budget accounts for the activities and costs associated with negotiations, feasibility studies, title reports and ALTA surveys, environmental due diligence, entitlements and appraisals/review appraisals, and the purchase prices. Work will be conducted by internal staff and consultants. The budget includes costs associated with condemnation, if a purchase/sale agreement cannot be achieved by negotiation. Real estate consultants provided estimates of property value. External relocation experts were consulted for costs of typical relocations. Estimates for other external services, such as title, appraisal and environmental due diligence, were provided by internal staff with experience procuring and overseeing these services. Staff also provided estimates of staff time required to conduct all property purchase activities. The budget is being reduced based on recent changes to the site plan (less new land acquisition) based on the updated base planning efforts.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129747	TDC MC RR EXPANSION PROGRAMMATIC		(\$7,000,000)	<p>Current Scope: Metro Connects RapidRide Expansion - This program is tied to Metro's efforts to expand its RapidRide system from the existing 6 lines to a total of 13 lines by 2027. Program activities include developing an overall program delivery plan, updating the branding and kit of parts for RapidRide and performing preliminary feasibility and scoping studies for candidate RapidRide corridors. Additionally, this budget covers the cost of the expansion program management including staff time.</p> <p>Budget Request Basis: This budget request is required to coordinate planning and management of seven of the identified RapidRide projects in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. This budget request reflects the most updated project schedule. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being rescoped to represent planning and management activities and some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$7 M is being disappropriated from this project and reappropriated to the following: \$ 3 M to 1132325 TDC DELRIDGE BURIEN RR; \$2 M to 1132326 TDC RAINIER AVE MT BAKER DT RR; and \$250 K to 1132327 TDC SEATTLE RR LINE TBD. The remainder is being disappropriated.</p>
1129801	TDC TR BUSINESS INTEL DB STANDALONE		\$4,194,268	<p>Current Scope: Transit Business Intelligence Resource Data (TBIRD) - This project implements a new, enterprise-class reporting platform to replace several limited-function, siloed, legacy reporting tools. TBIRD's initial scope does not cover the build out of Transit's entire data warehouse but aims to develop a foundational data warehouse structure and populate data from four source systems (GIRO HASTUS, Infor EAM, INIT Mobile Statistics and Asset Works FleetFocus M5). The core focus of TBIRD is the transit service network and the systems and performance metrics related to that service, including on-time performance, ridership, fare collection, asset costs, incidents, accidents and other historical performance data.</p> <p>Budget Request Basis: This is a planned phased appropriation project. The requested budget has been estimated based on the capacity of Metro and KCIT to manage the design and implementation of a data warehouse. Given the nature of this effort and the relative lack of experience at the County, Transit is taking a conservative approach to scope, with a goal of implementing as many data sources across Metro Transit as possible by the end of 2020, but Transit will request future funding in a separate project to complete the overall body of work.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1131130	TDC DSTT 9TH AVE RAMP FROM CPS STANDALONE		\$4,000,000	<p>Current Scope: Downtown Seattle Transit Tunnel (DSTT) 9th Avenue Ramp from Convention Place Station (CPS) - This project funds work on the negotiations regarding the contract between King County and WSCC (led by consultant SOJ), cost of managing other sub-consultants on the contract and the review and monitoring of the design of the temporary access onto the Ramp via 9th Avenue to and from CPS. Work also includes review and monitoring of the schedule to ensure no conflicts exist with operations.</p> <p>Budget Request Basis: The budget request includes development of all agreements with external stakeholders, management of design and construction for the 9th avenue ramp and street improvement for layover on street, and construction of the ramp. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4 M is being reappropriated from project 1028624 TDC TOD CONVENTION PLACE to fund or partially fund this project.</p>
1131378	TDC COMFORT STATION 2 SODO STANDALONE		\$152,180	<p>Current Scope: Comfort Station 2 SODO (south of downtown) - This is the second comfort station project in the SODO area. This project involves siting, design, and construction of a second and potentially third permanent comfort station(s) for Transit operators at key layover locations on SODO Busway which is a part of 5th Avenue South, south of Royal Brougham, in downtown Seattle. It is commonly referred to as the E-3 Busway. The project includes lighting and other safety improvements to the walkway from the layover area to the comfort station.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$50K is being reappropriated from project 1127330 COMFORT STATIONS to fund or partially fund this project. The budget request is based on cost metrics for three comfort station projects that have progressed to construction in 2018.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1131481	TDC BB EMERG LIFT REPL STANDALONE		\$11,233,554	<p>Current Scope: Bellevue Base Emergency Lift Replacement - This project supports replacement Of Stertil Koni Eco scissors lift (currently tagged out due to catastrophic failure) at Central Base (4 units) and Bellevue Base (4 units).</p> <p>Budget Request Basis: As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$900 K is being reappropriated from project 1129628 TDC BUILDING ASSET MGMT to fund or partially fund this project. 2019-2020 funding is expected to support the project through design and implementation, with the remaining implementation and close out occurring in 2021-2022. Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1131793	TDC NB I-5 RETAIN WALL STANDALONE		\$1,918,412	<p>Current Scope: North Base Interstate 5 Retaining Wall - This project will repair and upgrade the retaining wall under I-5 that provides access to Metro's North Base. This retaining wall failed in 2015.</p> <p>Budget Request Basis: As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, approximately \$1.8 M is being reappropriated from project 1129627 TDC SITE ASSET MGMT to fund or partially fund this project. The budget is based on 1987 agreement with WSDOT for repair and maintenance of the wall.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1132324	TDC MADISON RR STANDALONE		\$10,538,686	<p>Current Scope: RapidRide Madison/G Line - This project extends from downtown Seattle to through First Hill to the Central Area via Madison Street. This project would plan, design and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include Passenger Facilities, Roadway, Signal and ITS improvements which result in better transit speed and reliability, access to transit projects which reduce barriers for people to reach transit, and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing (launch of the service). This budget does not include vehicles.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4 M is being reappropriated from project 1129632 TDC MOVE SEATTLE RR EXP to fund or partially fund this project. This budget request is required to complete the identified RapidRide project in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the construction phase of project delivery.</p>
1132325	TDC DELRIDGE BURIEN RR STANDALONE		\$57,190,841	<p>Current Scope: RapidRide Delridge/Burien/H Line - This project extends from the Burien Transit Center to downtown Seattle via Delridge Way. This project would plan, design and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal and intelligent transportation system (ITS) improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.</p> <p>Budget Request Basis: This budget request is required to complete the identified RapidRide project in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the Construction phase of project delivery. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$3 M is being reappropriated from project 1129747 TDC MC RR EXPANSION to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1132326	TDC RAINIER RR STANDALONE		\$58,891,740	<p>Current Scope: Rainier Avenue Mount Baker Downtown RapidRide - This project extends from Mount Baker to downtown Seattle via Rainier Avenue. This project would plan, design and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal and intelligent transportation system (ITS) improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.</p> <p>Budget Request Basis: This budget request is required to complete the identified RapidRide project in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the Construction phase of project delivery. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$2 M is being reappropriated from project 1129747 TDC MC RR EXPANSION to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1132327	TDC ROOSEVELT RR STANDALONE		\$222,556	<p>Current Scope: Roosevelt/K Line RapidRide - This project would build a yet to be specified RapidRide corridor within the City of Seattle. Currently the city has several candidate corridors (Roosevelt, Routes, 40 , 44 & 48). Metro is working with SDOT to convert one these efforts to a RapidRide corridor for an opening date of 2025. This project would plan, design and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal and intelligent transportation system (ITS) improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.</p> <p>Budget Request Basis: This budget request is required to complete the identified RapidRide project in the Metro Connects 2025 network. Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. This budget accounts for Metro Assets, trolley wire expansion/modification (if needed) and, staff time during the project and costs associated with service launch. As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$250K is being reappropriated from project 1129747 TDC MC RR EXPANSION to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1132367	TDC MONTLAKE HUB STANDALONE		\$2,408,525	<p>Current Scope: Montlake Triangle Hub - This project plans, designs, and implements a set of capital facility improvements in the vicinity of the Montlake Triangle, at Montlake Blvd. and NE Pacific Street. Project elements include passenger facilities, new bus stops, roadway and signal improvements and pedestrian enhancements that facilitate the integration of all modes at the important University of Washington Link station. Improvements made as part of this project will include: 1) New bus stops on Montlake Blvd NE, which will shorten the walking distance between University of Washington (UW) Station and buses, 2) A transit-only lane and signal changes on northbound Montlake Blvd NE, allowing buses to serve stops in front of UW Station and then turn left onto NE Pacific Pl before continuing to the University District, and 3) A realigned intersection at NE Pacific St and NE Pacific Pl, allowing vehicles to travel straight from Pacific Pl into the UW Medical Center.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$100 K is being reappropriated from project 1129633 TDC CCMP 2019 PROGRAM to fund or partially fund this project. This budget represents King County's in-kind contribution of staff and equipment towards the implementation of this \$5.3 M project, which will be partially funded by other project partners. It is currently assumed that the Seattle Department of Transportation, as a One Center City/ project partner, will design and construct all improvements.</p>
1132532	TDC OCC OFF BOARD FARE EQ STANDALONE		\$3,082,600	<p>Current Scope: Off Board Fare Collection Equipment - This project plans, designs, and implements the provision of new off-board fare equipment at bus stops on Third Avenue in Downtown Seattle. This equipment will enable King County to extend the successful practice of Metro's RapidRide all-door boarding to all routes using Third Ave. This will improve transit speeds that result from faster customer boarding. Buses can operate more quickly in and out of each bus stop, thereby speeding travel and increasing the overall capacity of the Third Ave transit corridor. Improvements made as part of this project will include: 1) off board fare collection equipment at bus stops on Third Ave between Jefferson Street and Pine Street and 2) all civil and electrical construction and installation of all equipment.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1.4 M is being reappropriated from project 1129633 TDC CCMP 2019 PROGRAM to fund or partially fund this project. Included in the cost estimates are King County's expenses for staff, equipment, and contracts procured by King County for design and implementation phase activities.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1132794	TDC SR520 TROLLEY INFR REPL STANDALONE		\$3,255,778	<p>Current Scope: SR 520/Montlake Bridge Trolley Infrastructure Replacement - This project is in support of the replacement of the SR 520/Montlake bridge. Trolley infrastructure modifications will need to be installed. Project is to coordinate and work with WSDOT on the SR520 West Approach Bridge South and Montlake Lid project. The scope is to coordinate all the efforts around the trolley work on the Montlake Ave Bridge including temporary "pan" locations, de-energizing the system, design and construction of a new trolley support system and installation of new wire and track work.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$400 K is being reappropriated from project 1116112 to fund or partially fund this project.</p>
1133179	TDC MAJOR SPOT IMPR PROGRAMMATIC		\$1,797,859	<p>Current Scope: Major Spot Improvements - This project will design and construct spot improvements to reduce bus delay and increase transit performance at six prioritized locations. Within the city of Seattle, the proposed improvements are located at NE 65th and 62nd Ave NE, Fremont Ave and N 35th St, 8th Ave and Roxbury St, and 22nd Ave W from Gilman to Thorndyke Ave intersections. Improvements are location-specific and can include turn radius improvements, bus activated left-turn signals, channelization improvements, or a combination of these. The remaining two intersection improvement locations are SR 900 and S 129th St as well as 148th Ave NE and NE 51st.</p> <p>Budget Request Basis: The estimated cost to design and implement this project was based on similar project improvements in other areas. The budget request is based on the anticipated grant award from the State. The State grant funding distribution is related to the progress in the 2019-2020 biennium. The cost of the project and the level of effort to implement each spot improvement project depends on support and active involvement of each partner agency.</p>
1133368	TDC CSC FRAME STRAIGHTENER STANDALONE		\$698,681	<p>Current Scope: Component Supply Center Auto Body Frame Rack Replacement - This project is to plan, design and implement a safe, modern frame rack replacement for repairing bus and non-revenue vehicle (NRV) frames after accidents.</p> <p>Budget Request Basis: The budget request is based on the purchase cost and estimated installation of three similar frame racks. The budget request was developed by King County Metro engineering and corroborated by a design consultant. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$400K is being reappropriated from project 1129628 TDC BUILDING ASSET MGMT to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1133586	TDC TROLLEY OH - BALLARD STANDALONE		\$749,023	<p>Current Scope: Trolley Overhead Ballard - This project is in support of the City of Seattle bike trail and paving project in Ballard. This trolley project involving changes to the trolley overhead infrastructure is required to accommodate City of Seattle Bike Trail and Road Paving project in Ballard. The project will involve changes to approximately 26 trolley poles and associated hardware.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$300K is being reappropriated from project 1116112 to fund or partially fund this project. Budget estimate based on trolley engineering cost estimate.</p>
1133920	TDC NORTHGATE TC DEMO STANDALONE		\$2,218,867	<p>Current Scope: Northgate Transit Center Demolition - This project consists of decommissioning and demolition of the existing Northgate Transit Center above-ground structures after bus transit service is relocated to the new integrated Northgate Link light rail station/transit center, forecast to occur in 2021. This project is one of four projects associated with the Northgate TOD Program, previously part of a common appropriation.</p> <p>Budget Request Basis: This appropriation is requested to continue to prepare to decommission and demolish the existing Northgate Transit Center after bus transit service is relocated to Sound Transit's new Northgate Station/Transit Center. It is based on cost estimates from 10% design. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$2.2 M is being reappropriated from project 1116057 TD NORTHGATE TOD BUDGET to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134100	TDC TECH PROGRAM MGMT PROGRAMMATIC		\$1,049,742	<p>Current Scope: Technology Program Management - This project involves planning for programs and projects within the technology sub portfolio. Program management activities will ensure adequate coordination with Operations and Vehicle Maintenance Divisions, Technology Project Delivery, Operations Systems, Fleet Purchasing, and Fixed Assets and other groups internal to Metro to meet their needs. The project scope of work will also include prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Project also involves monitoring projects for progress and changes in scope, schedule and budget; adapting other projects within the programs to maintain the program benefits; and tracking interdependencies and coordinate with projects in other programs. An important element of this work will be understanding the scope and business requirements of the existing projects and participation in the Technology Steering Committee. This ongoing work will feed a Metro-wide process for consideration of Technology needs and priorities for development of future budgets' investment in capital technology projects.</p> <p>Budget Request Basis: The request is based on staffing in the capital planning and program management organization chart responsible for the Planning and Portfolio Coordination duties within the Technology sub portfolio. A modest amount of professional services are estimated to augment staff expertise. A PPM IV and one business analyst will conduct program management activities.</p>
1134101	TDC ONLINE REDUCD FARE REG STANDALONE		\$870,838	<p>Current Scope: Online Reduced Fare Registration - This project supports the development of an online HIPAA & PPI compliant application/service for reduced fare passes. Currently, customers who apply for a Regional Reduced Fare Permit based on their disability or a low-income ORCA LIFT card are required to do so in person in order to validate their eligibility. This project will design and implement a web-based application would allow our customers to enroll and prove their eligibility online, where they can choose the type of pass/permit needed (low-income, youth, senior, or disabled), enter their personal information, and upload their documentation and photo online. Once implemented, all reduced fare programs - including low-income and disabled - will be available online.</p> <p>Budget Request Basis: Budget estimates for the project are based on past experience with designing, developing, and testing of similar web projects. Transit will add functionality to the existing ORCA card purchase system. The budget is based on what it would take to design and deliver new functionality to an existing web-based system. This request covers all project phases from planning through closeout. It will cover the following project activities: project management, requirements and solution analysis, solution implementation, and project closeout.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134104	TDC HASTUS UPGR FROM V2014 STANDALONE		\$6,306,308	<p>Current Scope: HASTUS Upgrade From Version 2014 - This project upgrades Metro Transit's scheduling and operational support system (HASTUS) from the 2014 version currently in use to the 2018, newest version. The upgrade will primarily involve the vendor (GIRO) applying Metro Transit's existing customizations to the base HASTUS module. These customizations have been added to the base HASTUS application over a number of years and continue to be required to meet our specific business requirements and labor agreements. While GIRO will shoulder nearly all of the development work and configuration, Metro Transit staff will test the updated system extensively to verify that all required functionality works correctly.</p> <p>Budget Request Basis: The requested budget will fund the effort to upgrade from HASTUS version 2014 to HASTUS version 2018. The budget funds the effort from project start up and planning through implementation and includes the cost of the upgraded HASTUS software, vendor services from GIRO (the HASTUS vendor), KCIT staff time, and Transit staff to support the project. Costs for the upgraded HASTUS software and contractor services have been estimated by the contractor; other costs were estimated based on the previous HASTUS Upgrade.</p>
1134106	TDC FARE ENFORC ENHANCMTS STANDALONE		\$791,486	<p>Current Scope: Fare Enforcement Enhancements - This project replaces and modernizes the Portable Fare Transaction Processors (PFTP), the handheld devices used by fare enforcement officers (FEOs) to validate fare payments, with lightweight Android devices and software that will facilitate the automated data-push of citations to the cloud each night. Transit intends to leverage an existing City of Seattle contract with Gtechna (the software vendor) and will thereby implement the same architecture and business processes currently utilized by our business partner, Sound Transit.</p> <p>Budget Request Basis: The current budget request is based on vendor quotations for new hardware and software.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134108	TDC EL SIGN IN FOR OPRTORS STANDALONE		\$755,433	<p>Current Scope: Electronic Sign-In for Operators - This project will implement a badge reader based sign-in/sign-out process to record start and stop times and document overtime for Metro Transit coach, rail, and street car operators as agreed to in a settlement with the U.S. Department of Labor concerning pay practices. The project scope includes provisioning of necessary hardware, software, network infrastructure, and integration to log actual start and end times for operators, using card reader technology and existing King County ID cards. The software will also allow/require entry of reason codes for additional work beyond scheduled hours.</p> <p>Budget Request Basis: Metro Transit worked with the KCIT Business Analysis service to document requirements, identify available technologies to meet the business need, and estimate costs for this project. The estimate assumes purchase of hardware and in-house (KCIT) design, implementation and integration support. The project will require: 1) a project manager, 2) software solutions, 3) vendor services, 4) network (Wireless) infrastructure, and 5) workstation deployment to implement the solution. This request covers all project phases from planning through closeout and will cover the following project activities: project management, requirements and solution analysis, solution implementation, and project closeout.</p>
1134110	TDC COMFORT STAT MGMT SYS STANDALONE		\$861,220	<p>Current Scope: Comfort Stations Management for Operators (CoSMOS) - This project will provide modern, sustainable tools to support more effective planning, scheduling, and management of restroom facilities for operators (comfort stations) along Metro Transit routes. Through this project, comfort station data will be added to Transit's current HASTUS system where it can be accessed by service planners and schedulers to plan and schedule Transit service and provide effective monitoring and reporting of comfort station locations and accessibility statistics. The HASTUS scheduling process will be configured to improve operators' access to comfort stations, and new reports will be developed to assess policy compliance.</p> <p>Budget Request Basis: The requested budget will fund the effort to add comfort station data to HASTUS for improved data management, service scheduling, and reporting. The budget will fund the project from initiation and planning through implementation and includes the cost of contractor services from GIRO, KCIT staff time, and Transit staff to support the project. Project costs were developed from estimates by GIRO, KCIT, and Transit project management staff.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134161	TDC FAREBOX REPL STUDY STANDALONE		\$356,964	<p>Current Scope: Farebox Replacement Study - This planning project is an effort that will develop program recommendations for either replacing the existing fareboxes with new fareboxes or identifying an alternative path forward. This study would include first-hand data collection as necessary in addition to review of existing data sources and public outreach to analyze topics such as: evaluation of existing cash collection system including the costs associated with handling and processing cash payments on-board fixed-route vehicles; best practices review of peer agencies nationally and internationally with regard to speeding boarding, improving equity, and reducing costs associated with fare collection; identification of scenarios for evaluation, including replacement of farebox infrastructure or alternative scenarios; evaluation of scenarios with an emphasis on equity impacts and implications; and decision-making and identification of capital or operating projects as necessary to implement recommended solutions.</p> <p>Budget Request Basis: The total budget request is to conduct an assessment of alternatives and to develop an implementation plan for the selected alternative. This effort is envisioned to be a consultant-led effort with Metro support. A project manager, project planner, and support from subject matter experts will make up the Metro support team. This planning effort could result in capital, technology, or operating projects in the 2021-2022 biennium and beyond. This is a planning level estimate based on previous experience in conducting similar projects.</p>
1134192	TDC EASTGATE MOBILITY HUB STANDALONE		\$3,115,581	<p>Current Scope: Eastgate Mobility Hub - This project includes planning, pre-design, final design and construction of physical and information technology improvements at Eastgate Park and Ride. Improvements will include bicycle and pedestrian elements, circulation and safety elements, customer wayfinding elements, passenger amenities such as shelters and benches, accommodations for shuttles and other mobility services, and electronic terminals to broadcast real-time arrival information and allow for customer dispatch of mobility options. Project elements will work together to improve circulation at and around the facility, and to improve accommodations for existing and new first/last mile access modes.</p> <p>Budget Request Basis: The budget request for this project was based on the standard planning, design and construction unit costs for representative facility elements including specific bicycle and pedestrian improvements, lighting, signage, and passenger amenities.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134193	TDC FACILITY IMPR PLANNING PROGRAMMATIC		\$2,011,733	<p>Current Scope: Facility Improvement Planning - This program involves planning and program management for programs and projects within the Facility Improvements Sub Portfolio and involves planning for expansion of facility capacity by building or leasing new facility capacity. Program management activities will be responsible for ensuring adequate coordination with internal end-users in Metro and will include: prioritization of projects, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs; monitoring of projects for progress and changes in scope, schedule, and budget and adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs.</p> <p>Budget Request Basis: The budget is based on staffing in capital planning and program management organization chart responsible for the capital planning and program management duties within the Facility Improvements Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.</p>
1134196	TDC REDMOND LAYOVER STANDALONE		\$515,571	<p>Current Scope: Redmond Layover - This project creates off-street layover facilities in conjunction with Transit Oriented Development (TOD) activities occurring at the Redmond Transit Center. Metro is currently partnering with the housing entity carrying out the development to acquire land and develop a concept for off-street layover on the TOD site.</p> <p>Budget Request Basis: The initial cost is a commitment to reimburse for land option payment in the event purchase is not successful or project is not feasible. Rough Order Magnitude estimate of consultant cost for layover siting with larger development.</p>
1134197	TDC SAFE ROUTES TO TR INV RR TDC SAFE ROUTES TO TR INV PR		\$4,939,489	<p>Current Scope: Safe Routes to Transit Investment - This program works with cities to plan, design and construct safe pedestrian and bicycle improvements to reach transit services and facilities and to support bike share to connect with transit. Improvements will include sidewalks, bikeways, safe crossings, traffic calming devices, lighting, traffic counters, and other methods to enhance safety, comfort, and access. Projects will support RapidRide corridors and other existing and future services. Projects will be on jurisdiction rights-of-way, not Metro owned assets. Most projects will involve pass-through of funds to cities to design and construct improvements.</p> <p>Budget Request Basis: The budget request cost estimates come from local city capital improvement programs and WSDOT published estimates for pedestrian and bicycle infrastructure improvements. Expenditures are assumed in the year before the corridor opens. The estimates include the 6 future Metro-funded RapidRide corridors and do not include SDOT-funded RapidRide corridors.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134198	TDC BASE SECURITY PROGRAMMATIC		\$0	<p>Current Scope: Base Security 2021-2022 - This project is a placeholder for security investments that will be identified for 2021-2022. Activities to be funded include retrofit or installation of new security components in Transit facilities throughout the Metro system. The level of placeholder funding is consistent with past investments and is needed in order to maintain physical security at transit facilities. Specific investments will be defined in the next budget cycle.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134199	TDC CB BODY TO VM CONVERT STANDALONE		\$7,735,147	<p>Current Scope: Central Base Body Shop to Vehicle Maintenance Conversion - This project involves the conversion of the Central Base body shop bays to vehicle maintenance bays and includes addition of mobile column lifts and required electrical infrastructure for lifts, addition of vehicle exhaust systems, lighting enhancements necessary for vehicle repair, addition of fall protection, additional of hose reels and fluid dispensing systems, and increase in lockers and cabinetry to support increased staff counts.</p> <p>Budget Request Basis: A full engineering analysis of the required components to convert Central Base Body Shop bays to vehicle maintenance bays, including rough order of magnitude (ROM) costing from subject matter experts, was performed in 2009. Escalation was applied to this costing, as well as additional premiums for current market conditions in the region.</p>
1134200	TDC CC BODY SHOP WELL CNTR STANDALONE		\$2,867,730	<p>Current Scope: Central Campus Body Shop and Wellness Center project - This project includes the construction of a 4-bay body shop as well as an attached complex to support the administrative staff work areas, break space, and locker/shower/restroom facilities for the body shop personnel. The administrative side will also incorporate the permanent location for the Central Campus Wellness Center, as well as expansion of the Emergency Operations Control Center and the Security Monitoring Center, which are currently housed in the adjacent Transit Control Center and Central Parking Garage, respectively.</p> <p>Budget Request Basis: The requested budget accounts for the activities and costs associated with negotiations, feasibility studies, title reports and ALTA surveys, environmental due diligence, entitlements, appraisals/review appraisals, and the purchase prices. Work will be conducted by internal staff with support from consultants.</p>
1134201	TDC COMFORT STATION KENT STANDALONE		\$107,268	<p>Current Scope: Comfort Station Kent - This project involves siting, design, and construction of one or two permanent comfort stations for Transit operators at a Kent Station layover area. There is one permanent restroom facility available for drivers at this high capacity rail and bus station.</p> <p>Budget Request Basis: The budget request is based on cost metrics for the three comfort station projects that have progressed to construction in 2018, scaled up for this two bathroom facility. Funding is intended for planning and pre-design efforts in 2020. Additional funding for implementation to be requested in subsequent biennium.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134203	TDC COMFORT ST FUTURE #1 LBC STANDALONE		\$1,133,376	<p>Current Scope: Future #1 Living Building Challenge (LBC) Comfort Station - For this project, Metro Transit participated in an eco-charrette with the International Living Futures Institute. This resulted in a recommendation that a comfort station project pursue the highest level Living Building Challenge Certification. Following the alternatives analysis, this project will involve siting, design, and construction of a permanent comfort station at a to-be-determined location.</p> <p>Budget Request Basis: The budget request is to fund LBC enhancements to a standard Metro comfort station, and to conduct a pilot project case study. The funding addresses the LBC enhancements that will be added to a selected future comfort station project. The budget estimate is conceptual at this time with the funding request for 2019 to conduct the planning and pre-design efforts to establish the LBC implementation plan.</p>
1134205	TDC COMFORT ST SLU ALOHA ST STANDALONE		\$0	<p>Current Scope: South Lake Union Aloha Street Comfort Station - This project involves the siting, designing, and constructing of a permanent comfort station for Transit operators at the South Lake Union Aloha Street layover area.</p> <p>Budget Request Basis: The estimate is based on the analysis of the proposed location and cost of similar past efforts. There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134206	TDC DT SEATTLE LF EASTLAKE STANDALONE		\$18,225,148	<p>Current Scope: Downtown Seattle Layover Facility - This project is to design and construct an Eastlake site as a long term bus layover facility located along the east side of Eastlake Ave E within Washington State Department of Transportation (WSDOT) right-of-way (ROW), between Harrison street and Roy street. This project includes the following major elements: 1) approximately six 60-foot bus layover parking spaces within WSDOT I-5 ROW; 2) approximately six 60-foot bus layover parking spaces in approximately 740 linear feet of bus layover parking space northbound within Eastlake Ave E ROW; 3) roadway and intersection modifications as necessary to support the efficient operation of the facility, including modification to existing traffic signals at two intersections and installation of a new traffic signal system at one additional intersection; and 4) a comfort station/operations support building for transit operators, first-line supervisors, transit police, facilities maintenance staff, etc., forecast to include four water closets, a service quality office, Metro Transit operator break space, custodial closet, and service quality storage space</p> <p>Budget Request Basis: The budget estimate is based on professional consultant estimates with additional knowledge of similar projects. Funding for this request is for design and implementation in 2019-2020. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$17 M is being reappropriated from project 1129343 TDC DT LAYOVER DESIGN to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134209	TDC DT SEATTLE LF PLANNING STANDALONE		\$658,478	<p>Current Scope: Downtown Seattle Layover Planning - This project will continue the existing partnership with the Seattle Department of Transportation to study opportunities for off-street layover to replace recently lost off-street layover at Convention Place Station, as well as displaced on-street layover. The scope will include site feasibility analysis, concept site evaluation, site schematics/conceptual costing, traffic/transit analysis, planning level financial analysis, site acquisition strategy, partner negotiation, stakeholder and steering committee coordination, land use and regulatory analysis, initial environmental review, and public outreach.</p> <p>Budget Request Basis: This budget will perform feasibility studies, concept level capital planning, interagency coordination, partnership negotiations, and public outreach. This effort is envisioned to be a Metro led effort with consultant support. A project manager from Mobility/Capital Planning plus subject matter experts from Design and Construction would be key staff during the duration of the project. This planning effort would result in capital projects for the 2021-2022 biennium and beyond. This is a planning level estimate based on previous experience in conducting feasibility analysis, interagency coordination, and outreach.</p>
1134212	TDC DT SEATTLE LF TAYLOR STANDALONE		\$6,690,626	<p>Current Scope: Downtown Seattle Layover Facility - This project is to design and construct the Taylor site as a long-term bus layover facility located at 223 Taylor, which includes the following major elements: 1) approximately eight 60-foot bus layover parking spaces; and 2) a comfort station/operations support building for transit operators, first-line supervisors, transit police, facilities maintenance staff, etc., forecast to include two water closets, a service quality office, Metro Transit operator break space, custodial closet, and service quality storage space.</p> <p>Budget Request Basis: The budget estimate is based on professional consultant estimates with additional knowledge of similar projects. Funding for this request is for design in 2019-2020 and potential property acquisition.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134213	TDC EAGLE TRAILER LEASE STANDALONE		\$2,696,716	<p>Current Scope: Eagle Trailer Lease - This project involves a lease at 12119 East Marginal Way South, across from South Base, where new-coach preparation work will be relocated from the Component Supply Center; this allows the subsequent relocation of body work from Central Base to the Component Supply Center, which then allows the expansion of Central Base Vehicle Maintenance services by converting the vacated body work bays into vehicle maintenance bays. This lease is expected to provide said capacity until this project- 1134200 CC BODY SHOP WELL CNTR - is completed to provide the permanent body shop capacity.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$600K is being reappropriated from project 1129642 TDC SOUTH BASE EXPANSION to fund or partially fund this project. Estimates leverage Real Properties triple net fee estimates plus monthly lease cost. 2019-2020 includes triple net fees, monthly lease cost, plus limited assumptions for building fit-out cost.</p>
1134214	TDC FACILITIES IMPR ADMIN PROGRAMMATIC		\$409,901	<p>Current Scope: Facilities Improvement Program Administration - The program is a request for dedicated Metro Transit facilities improvements support for program planning, administrative oversight and project implementation support for improvements at existing Metro facilities. General scope of work includes, but is not limited to: facilities improvement program support, coordinating liaison between operation and capital divisions to inform project sequencing, and implementing best practices for facilities operations and maintenance. This body of work is discrete for strategic facility planning as it relates to space planning, space optimization, continual improvement processes and integration with focus to Transit Facilities Division's processes.</p> <p>Budget Request Basis: The budget is based on an anticipated staff resource required for the program to be successful.</p>
1134215	TDC FACILITIES IMPROVEMENTS PROGRAMMATIC		\$2,040,501	<p>Current Scope: Facilities Improvements - This program is a master project that supports Metro Transit operations and maintenance by adding new assets or by extending the lives of existing assets. Improvements are justified by changes in business practices, technology, and regulations, to name a few of the criteria for proposed projects. The program improves transit operating facilities (bases, maintenance and support), their work environments for employees, and in certain cases, passenger facilities. Where feasible, ideally the sub projects will be packaged with other projects to minimize disruption to operations.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project will receive reappropriation of approximately \$2M from project 1116071 TD OP FACILITY IMP BUDGET (master), which is being discontinued. This program budget request is based on cost estimates of the sub-projects in its work plan.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134216	TDC FACILITY MASTERPLAN STANDALONE		\$956,590	<p>Current Scope: Facility Master Plan - This project is the continued development of the Facility Strategic Plan & Facility Master Plan efforts (Bus Base Expansion focused effort started in 2017 and complete in 2018). The Plan will identify - via integration with Metro Connects, Mobility, and Strategic Planning - all Metro capital fixed assets required for Operational Capacity Growth, including bus bases, passenger facilities, Vanpool, Access, facilities maintenance locations, Metro back-end services (training, Revenue Processing Center, warehousing), etc.</p> <p>Budget Request Basis: This project is expected to be executed by a consultant with internal support from subject matter experts, project management, contract administration, and quality control.</p>
1134217	TDC GH GARAGE REPAIR STANDALONE		\$1,015,463	<p>Current Scope: Tukwila Extension (former Group Health) Garage Repair - This project supports the repair/refit of the Group Health parking garage, including structural repairs, security system transfer to King County system, restriping, elevator repair, and other miscellaneous small works required to bring the parking garage up to Metro's standards. Decommissioning/demolition of the former Group Health building, and ongoing cleaning and maintenance of the garage are captured in other projects.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$400K is being reappropriated from project 1129642 to fund or partially fund this project. King County in-house engineering staff prepared the rough order of magnitude estimates for repair and refit work of the general garage systems. A conveyance vendor provided the rough order of magnitude cost for the elevator refit work. Seismic retrofit cost was generated by a third party engineering firm during the execution of a Tier II seismic evaluation.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134218	TDC INTERIM BASE STANDALONE		\$14,004,595	<p>Current Scope: Interim Base - This project involves the construction of a temporary 125-bus transit base adjacent to South Base. Transit base will include vehicle maintenance functions (estimated 6 bays) via prefabricated or modular steel buildings as well as operator spaces (break, locker, restroom, dispatch, chief, superintendent) and miscellaneous other business functions required for base operations (safety, health and wellness, etc.) via portable buildings or temporary trailers. This facility will also support the development and beta testing of large scale depot-based electric bus charging infrastructure via temporary or de-mountable means.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$10 M is being reappropriated from project 1129642 to fund or partially fund this project. Construction cost is based on rough order of magnitude estimates generated by Capital Program staff in coordination with third party consultants, in-house project management, and Design and Construction engineers. 2019-2020 funding supports the design and construction of the base facility and development and deployment of electric bus charging infrastructure.</p>
1134219	TDC NB GARAGE VENTILATION STANDALONE		\$783,115	<p>Current Scope: North Base Garage Ventilation - This project is in response to an air quality study performed at the North Base parking garage. The air quality study was initiated after employee complaints were received at the base for "less than optimal" air quality within the bus garage. Scope of work includes design and installation for approximately 25 ceiling-mounted dilution fans rated at 10,000 cubic feet per minute of air each to improve airflow, associated controls and switches in the parking garage at North Base.</p> <p>Budget Request Basis: This budget is based on an alternatives analysis and conceptual design scope for 25 dilution fans rated at 10,000 cubic feet per minute of air each. Funding is for design and implementation in 2019-2020.</p>
1134220	TDC OCG RELOCS & DISPLACMNTS STANDALONE		\$28,447,284	<p>Current Scope: Operational Capacity Growth (OCG) Relocations & Displacements - This project is intended to capture relocation and displacement costs associated with clearing the South Annex Site in order to begin site preparation for the construction of the South Annex Base (project 1134223). The South Annex currently supports Metro Transit safety and training facilities, including classroom, office, driver training pad (skid pad), and employee parking. The South Annex is also utilized as a storage yard for new buses, decommissioned buses, spare fleet, historic fleet, and facilities shelter and maintenance equipment. This project will fund purchase of land, leases, and relocation costs.</p> <p>Budget Request Basis: Rough order of magnitude calculated by capital program staff.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134222	TDC SECURITY ASSESSMENT PROGRAMMATIC		\$380,520	<p>Current Scope: Security Assessment - This project includes a Metro Transit wide updated threat and vulnerability assessment to be conducted by a consultant team. The goal of this study is to document security risks and provide recommendations for planning future security projects.</p> <p>Budget Request Basis: The budget estimate is based on cost of similar studies.</p>
1134223	TDC SOUTH ANNEX BASE STANDALONE		\$6,574,111	<p>Current Scope: South Annex Base - Construction of a permanent 250 bus transit base on Metro owned property called the South Annex. Transit base will include vehicle maintenance bays (est. 14 bays), steam bay (one), inspection bay (one), bus exterior wash bays (three), bus interior wash bays (two), bus fueling (if required - likely all electric base with only temporary diesel capacity), full electric charging infrastructure, operator spaces (break, locker, restroom, dispatch, chief, superintendent), and miscellaneous other business functions required for base operations (safety, health and wellness, etc.). Project will include development of full scope definition, contracting of design consultant, and contracting of construction contractor.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4.8 M is being reappropriated from project 1129642 to fund or partially fund this project. Construction cost are based on rough order of magnitude estimates generated by Capital Program staff in coordination with third party consultants, in-house project management, and design and construction engineers. 2019-2020 funding supports the planning, pre-design, and initial design phases of the project with out-years funding expected to support the continued design and construction of the facility.</p>
1134225	TDC SOUTH BASE SUBSTATION STANDALONE		\$6,564,005	<p>Current Scope: South Campus Substation for Electric Bus Charging - This project includes siting, design, and construction of a substation and bus charging power supply components in partnership with Seattle City Light to support the charging needs of Metro's initial deployment of 120 electric buses into revenue service.</p> <p>Budget Request Basis: Initial feasibility conversations with partners at Seattle City Light were used to establish a rough order of magnitude estimate for the design and construction cost. Biennium appropriation supports the design and initial construction of the substation.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134226	TDC WELLNESS CENTERS PROGRAM STANDALONE		\$742,098	<p>Current Scope: Wellness Centers - This project is to define space and locations which best serve as Wellness Centers for Metro Transit employees and plan and implement new and/or reconfigured space(s) to accommodate Wellness Center function. A site may consist of a modular or built structure or utilize existing facilities for up to three potential types of centers: Full size up to 1,300 sq ft, Express up to 1,000 sq ft or Micro up to 600 sq ft. These sites at a minimum will provide access to potable water, electricity, data, and restroom(s). They will be occupied by a contracted external wellness vendor(s) to provide health and human services to Metro Transit employees. Once feasibility analysis is complete and implementation solutions defined, subprojects will be generated. Pending further analysis, permanent locations are anticipated at or near the following existing transit properties: Central Complex, South Campus, East/Bellevue Campus, and North Base. Additional locations may be added as the program matures.</p> <p>Budget Request Basis: This budget request is based off of cost estimates for similar projects for modular structures being installed on existing transit properties. Opportunities will be explored to partner with other programs, such as Operational Growth Capacity, to maximize efficient use of facility space and minimize expenditures.</p>
1134229	TDC FACIL IMPR PLANNING TDC PASS INFS PLANNING		\$830,327	<p>Current Scope: Passenger Infrastructure Planning - This project is for the program development of projects within the Passenger Infrastructure Sub Portfolio. Program management activities will also be responsible for ensuring adequate coordination with Metro service planning. Staff will conduct program management activities including: prioritization of projects within programs; feasibility studies; exploration of funding and partnership opportunities; and consideration of benefits of the various projects within the programs; monitoring of projects for progress and changes in scope, schedule, and budget and adapting other projects within the programs to maintain the program benefits anticipated in a coordinated and complimentary manner; and tracking interdependencies and coordinating with projects in other programs.</p> <p>Budget Request Basis: This budget request is based on staffing in capital planning and program management organization chart responsible for the capital planning and program management duties within the Facility Improvements Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134230	TDC LIVING BLDG CERTF RR ST STANDALONE		\$582,548	<p>Current Scope: Living Building Challenge Certified RapidRide Station - This project will plan, design, and construct a pilot RapidRide station using a variety of sustainability materials, technologies, and techniques. The Living Building Challenge is a green building certification program and sustainable design framework that focuses on an ideal built environment. Using lessons learned from the pilot project, Metro will consider incorporating additional elements into future RapidRide station designs.</p> <p>Budget Request Basis: The current budget request is based on conceptual planning-level cost estimates derived from historical costs incurred in prior years for designing and constructing RapidRide station improvements. The project budget estimate anticipates a project budget at two to three times the cost of this established design due to the additional staff and consultant support to develop a new design. The budget appropriation request only includes planning, pre-design, and design costs, with the implementation cost estimate to be developed during design. The implementation cost is unknown at this time.</p>
1134231	TDC NGATE LINK AND U LINK IMP STANDALONE		\$1,716,725	<p>Current Scope: Northgate Link and Ulink Improvement - This project is to improve transfer environments at ten bus stops next to Northgate Link Extension stations. The stations are the Roosevelt Station, U-District Station, University of Washington Station, and the Capitol Hill Station. This project will design and construct Metro capital improvements to bus stops adjacent to Sound Transit's (ST) station or improve bus facilities within the station. Metro's capital improvements may include upgraded bus stop signs and shelters, real-time information systems, and improved pedestrian amenities such as sidewalks or lighting between the station and bus stops.</p> <p>Budget Request Basis: The budget request for 2019-2020 is a planning-level estimate for Metro staff participation in Sound Transit's capital program. For each Sound Transit ST3 or ST2 project, staff time was estimated based on project schedule, including major milestones and deliverables, to aggregate into total estimated full time staff equivalents that comprise the program's appropriation request.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134232	TDC 3D AVE YESL TO MAIN STANDALONE		\$5,008,550	<p>Current Scope: 3rd Avenue Yesler Way to Main St Block Face Improvement - This project is a standalone project that builds on a larger scale project known as the Third Avenue Transit Corridor Improvement and RapidRide Facilities project (1116745). It provides bus stop, streetscape and transit street priority improvements to a portion of the region’s primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle. The current scope includes design and construction of a new bus stop, streetscape, and roadway between S Main St and Yesler Way/Prefontaine Place South. This work builds on 30% design that was done for the entire corridor between Jackson and Denny under 1116745.</p> <p>Budget Request Basis: As part of Metro’s move to having fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$5 M is being reappropriated from project 1116745 TD 3RD AVE IMPROVEMENTS to fund or partially fund this project. The current budget request for this stand alone project is based on a 30-percent design cost estimate for corridor-wide improvements completed in fall 2015 and costs associated with the specific project components to be advanced to final design and construction as agreed-to by Seattle Department of Transportation and Metro in 2017. Inflation has been factored into the cost estimate.</p>
1134233	TDC HUBS PLANNING-PROJ DEFIN STANDALONE		\$934,923	<p>Current Scope: Hubs Planning - This project will develop the passenger facility capital improvement program that meets the intent of the METRO CONNECTS vision to provide our customers with a high-quality transit experience. METRO CONNECTS anticipates improvements at 85 existing and new transit centers and at more than 4,500 bus stops through 2040. For the 2019-2020 biennium, this project will consist of a planning effort to identify and program capital improvements at and adjacent to Metro’s passenger facilities. The key aspect of this project will be a study effort that looks holistically at the network of passenger facilities and considers the entire customer experience around boarding and alighting the bus, including access, safety, information, amenities, and transfers. The study is envisioned to include an existing conditions and needs assessment, public engagement, development of toolkit of improvements, development of an evaluation framework, and performance criteria to evaluate and prioritize locations, partnership assessment, and a recommendation of projects with planning level cost estimates and schedule for inclusion in the 2021-2022 biennium.</p> <p>Budget Request Basis: The budget request funds a feasibility assessment and implementation plan including site identification, site evaluation, prioritization, development of standards, menu concept improvements, order of magnitude cost estimates, resource requirements, and a CIP schedule/timeline. This effort is envisioned to be a Metro led effort with consultant support. This planning effort would result in capital projects for the 2021-2022 biennium and beyond, and the cost is based on previous experience in conducting feasibility assessments.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134235	TDC REGNAL TR INTEGR PR MGMT PROGRAMMATIC		\$671,037	<p>Current Scope: Regional Transit Integration Program Management - This project includes planning for capital programs and projects within the Regional Transit Integration Sub Portfolio. The Regional Partnership Integration Sub Portfolio contains the following programs: Partnerships and Transit Oriented Development. Program management activities will include coordination across Metro's strategic and service planning functions and with partner agencies as well as prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Ongoing monitoring of projects for progress and changes and tracking interdependencies allows for ongoing coordination of projects in other programs.</p> <p>Budget Request Basis: This budget request is based on estimated staffing in the capital planning and portfolio management organization needed to perform the project planning and program management duties within the Regional Transit Integration Sub Portfolio. Includes a modest amount of professional services to augment staff expertise.</p>
1134237	TDC I LINE - 169/180 RR STANDALONE		\$11,307,085	<p>Current Scope: Auburn Transit Center to Renton Transit Center RapidRide - This project will plan, design and implement the necessary infrastructure improvements to launch RapidRide service from the Auburn Transit Center to the Renton Transit Center. These infrastructure projects include passenger facilities, roadway, signal and intelligent transportation system improvements which result in better transit speed and reliability, access to transit projects - which reduce barriers for people to reach transit - and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing. This budget does not include vehicles.</p> <p>Budget Request Basis: Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the construction phase of project delivery. The 2019-2020 appropriation will fund planning, preliminary design and a portion of final design. Acquisition expenditures are aligned with when it would be expected that acquisition activities would take place.</p>
1134238	TDC DUCT LEASE STANDALONE		\$2,091,896	<p>Current Scope: Duct Lease - This project supports the annual billing from Seattle City Light for the lease of ducts and vaults around the City of Seattle. These have previously billed to Project 1130328 TDC Harrison Duct Replacement which utilized this lease as a mitigation to additional duct construction.</p> <p>Budget Request Basis: The budget request is based on negotiated rates with the City of Seattle.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134239	TDC CB VM PH2 BUS LIFTS STANDALONE		\$117,444	Current Scope: Central Base Vehicle Maintenance Phase 2 Bus Lift Replacement - This project includes replacement of one Custom Post platform lift and one Stertil Koni Omer parallelogram lift at Central Base. Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134240	TDC AB YARD REFURB STANDALONE		\$3,019,652	Current Scope: Atlantic Base Yard Refurbishment - This project involves yard and infrastructure replacement for the Atlantic Base Yard including replacement of site lighting poles and fixtures, domestic water distribution system, fire water system and hydrants, and concrete panels (pavement). Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134241	TDC 19&20 HVAC SM WRKS PROGRAMMATIC		\$737,309	Current Scope: 2019-2020 Heating Ventilation and Air Conditioning Small Works - This project includes replacement of North and Ryerson Base vehicle maintenance dust collection and vehicle exhaust systems and replacement of back up boiler at Bellevue Base. Budget Request Basis: 2019-2020 funding is expected to support the complete project lifecycle/replacement of the asset. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134242	TDC SBVM HVAC REPL STANDALONE		\$210,531	Current Scope: South Base Vehicle Maintenance HVAC Replacement - This project includes replacement of the South Base vehicle maintenance air handlers, dust collection, and vehicle exhaust system. Budget Request Basis: 2019-2020 funding will support project planning through approximately 90% design. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134243	TDC SF MAINT HVAC REPL STANDALONE		\$5,893,050	Current Scope: South Facilities Maintenance HVAC Replacement - This project will support the replacement of the South facilities air handlers and dust collection systems. Budget Request Basis: 2019-2020 funding will support the complete replacement of the asset (construction beginning 2021). The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. 2019/2020 funding will support the complete replacement of the asset (construction beginning 2021).

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134245	TDC BB WASH PH2 BUS LIFT STANDALONE		\$159,217	Current Scope: Bellevue Base Wash Phase 2 Bus Lift - This project supports the replacement of bus lift in Bellevue Base steam bay. Budget Request Basis: 2019-2020 funding is expected to support the planning and preliminary design for the project with final design and implementation occurring in 2021-2022 biennium. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134246	TDC AB VM PH2 BUS LIFTS STANDALONE		\$13,648,842	Current Scope: Atlantic Base Vehicle Maintenance Phase 2 Bus Lifts - This project supports replacement of four rotary post axle lifts, one rotary post platform lift and four Steril Koni Omer parallelogram lifts at Atlantic Base. Budget Request Basis: 2019-2020 funding is expected to support the planning, pre-design, design and implementation. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134247	TDC CB WASH VAC REPLAC STANDALONE		\$3,479,649	Current Scope: Central Base Wash and Vacuum Replacement - This project will support the replacement of the Central Base wash and vacuum system and wash building interior systems, including fire alarm, ventilation, compressed air distribution, power, and piping. Budget Request Basis: 2019-2020 funding will support final design and implementation of the project. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134248	TDC BBFW WASH VAC REPLAC STANDALONE		\$3,413,462	Current Scope: Bellevue Base Fuel and Wash Vacuum Replacement - This project will support the replacement of Bellevue Base wash and vacuum system and wash building interior systems, including fire alarm, interior heaters, exit lighting, and power distribution. Budget Request Basis: 2019-2020 funding will support final design and implementation of the project. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.
1134249	TDC EB WASH REPL STANDALONE		\$168,502	Current Scope: East Base Wash Replacement - This project will replace East Base wash and vacuum system and wash building interior systems, including fire alarm, interior heaters, exit lighting, water distribution, and power distribution. Budget Request Basis: 2019-2020 funding will support 30% of the design phase. Implementation and closeout will occur in 2021-2022 biennium. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134250	TDC NB WASH REPLAC STANDALONE		\$182,747	<p>Current Scope: North Base Wash Replacement - This project replaces the North Base wash and vacuum system and associated wash and vacuum building systems including fire alarm, interior piping, fluids distribution, HVAC heaters, exit signage, and power systems.</p> <p>Budget Request Basis: 2019-2020 funding supports planning through approximately 30% design. 2021-2022 funding will complete the design and 90% of implementation. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1134251	TDC RB WASH VAC REPLAC STANDALONE		\$168,502	<p>Current Scope: Ryerson Base Wash Vacuum Replacement - This project will support replacement of Ryerson Base wash and vac system and associated wash and vac building systems including fire piping and emergency exit lighting.</p> <p>Budget Request Basis: 2019-2020 funding supports planning through approximately 30% design. 2021-2022 funding will complete the design and 90% of implementation. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1134252	TDC OA BLD ENV ROOF REPLAC PROGRAMMATIC		\$1,956,826	<p>Current Scope: Overall Building Envelope Roof Replacement - This program for 2019-2020 includes roof replacements at North Facilities, Power Distribution, Ryerson Wash Building, South Base, Redmond's Park and Ride, South Base Component Supply Center Hazmat, South Base Component Supply Center.</p> <p>Budget Request Basis: 2019-2020 funding is expected to support the complete project lifecycle for the project identified in the project scope section. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1134253	TDC OA BLD ENV DOOR & WNDW PROGRAMMATIC		\$4,008,835	<p>Current Scope: Overall Building Envelope Door & Window Replacement - This program for 2019-2020 will include replacements of overhead doors, building exterior doors, and building windows at North, Atlantic, Bellevue, Central, East, and South Base.</p> <p>Budget Request Basis: 2019-2020 funding is expected to support the complete project lifecycle for the project locations identified in the project scope section. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. 2019-2020 funding includes complete asset replacement of the assets included in the 2019-2020 Building Envelope Door and Window scope.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134254	TDC OA LIGHT REPLAC STANDALONE		\$382,347	<p>Current Scope: Overall Lighting Replacement - This project includes lighting replacements for 2019-2020 biennium including emergency and exit lighting replacements at Transit Control Center, South Base Operations Building, and South Facilities Maintenance Building.</p> <p>Budget Request Basis: 2019-2020 funding supports the complete project lifecycle/replacement of the project's assets. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1134255	TDC NB TNSFM & SB SWTCHGR STANDALONE		\$1,729,102	<p>Current Scope: North Base Transformer and South Base Switch Gear Replacement - This project provides the replacement of a 300kva transformer in 3rd Floor Main Electrical Room at North Base and replacement of two main switchgear/distribution panels, 30 secondary panels, and 11 step down transformers at South Base.</p> <p>Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. 2019-2020 funding supports the design phase and approximately 30% of the implementation. Implementation and close out are completed in 2021-2022.</p>
1134256	TDC CB UST RPL STANDALONE		\$4,944,055	<p>Current Scope: Central Base Underground Storage Tank Replacement - This project will identify and replace Central Base's underground storage tanks, including the supporting equipment.</p> <p>Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1134257	TDC EB UST RPL STANDALONE		\$3,732,666	<p>Current Scope: East Base Underground Storage Tank Replacement - This project will identify and replace East Base's underground storage tanks, including the supporting equipment. This work includes replacement of fueling station pump and piping system(s), electronic controls, pump, motor, hose and associated fittings, underground storage tanks and associated monitoring equipment.</p> <p>Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>
1134258	TDC OA MISC SMALL WORKS STANDALONE		\$551,007	<p>Current Scope: Overall Miscellaneous Small Works - This project includes miscellaneous small works replacement projects including North Facilities roof access staircase, power distribution gate replacements, and tunnel decommissioning projects.</p> <p>Budget Request Basis: 2019-2020 funding supports the complete replacement of the project's assets. The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134260	TDC TRLY SCADA REPL STANDALONE		\$3,442,728	Current Scope: Trolley Supervisory Control And Data Acquisition (SCADA) Replacement - This project will include the engagement of consultant to study required SCADA replacements across Metro trolley substations and related systems and implementation of those recommendations. Budget Request Basis: 2019-2020 funding is intended to support a full system study and recommendation, including design of the solution for implementation in the 2021-2022 biennium.
1134261	TDC BLD MGMT SYSTEM REPL STANDALONE		\$1,033,373	Current Scope: Building Management Systems Replacement - This project will replace the building management system control and monitoring components at all bases (North, East, Bellevue, Central, Atlantic, Ryerson, and South) and transit operating facilities (North, South, Central Facilities, Component Supply Center, Transit Control Center, and Non-Revenue Building). Budget Request Basis: The 2017 Building Automation Controls Assessment was used to formulate budget assumptions for this project. 2019-2020 funding is expected to support the complete project lifecycle and full replacement of the assets.
1134262	TDC YARD LIGHT REPL PROGRAMMATIC		\$1,238,776	Current Scope: Yard Light Replacement - This project will initiate a feasibility and alternatives analysis to determine optimal methods to achieve required lighting levels and then move forward to systematically replace and augment existing fixtures with means to achieve the minimum required lighting levels. Budget Request Basis: Budget estimate was generate by in house engineering analysis. 2019-2020 funding is expected to support planning and preliminary design with final design occurring in 2020-2021 and implementation across the following years.
1134263	TDC BB YARD INFRASTR REPLAC STANDALONE		\$0	Current Scope: Bellevue Base Yard Infrastructure Replacement - This project involves replacement of fire protection and hydrants, domestic water distribution, oil/water separator controls, and yard lighting at Bellevue base. Project timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134264	TDC EB YARD INFRASTR REPLAC STANDALONE		\$0	Current Scope: East Base Yard Infrastructure Replacements - This project includes replacements of the following: 1) natural gas distribution system; 2) fire protection water supply system; 3) domestic water distribution system; 4) oil/water separator and sedimentation vaults, and their supporting components. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134265	TDC EQUIPMENT REPL 2019-20 PROGRAMMATIC		\$3,473,871	<p>Current Scope: Equipment Replacement - This program for 2019-2020 supports the replacement of major and minor equipment at Metro Transit Facilities. The 2019-2020 major equipment replacements includes air compressors at Atlantic, Ryerson, and South facilities; crane replacement at South Base, pump stations for non-revenue vehicles; generators at South Base; and parts steamers at Bellevue and North Bases. The program also includes approximately 15-20 minor equipment replacements across the system.</p> <p>Budget Request Basis: This program budget request is based on historical and engineering cost estimates of the projects in its work plan. There are approximately 15 minor equipment assets and approximately 10 major equipment asset replacements anticipated in 2019-2020.</p>
1134267	TDC FURNITURE REPLACEMENT PROGRAMMATIC		\$331,646	<p>Current Scope: Furniture Replacement - This program is to replace furniture that is past the end of its useful life or in poor condition. Initial purchases are planned to replace furniture located in the operator's lounge, general seating and quiet room areas at Metro Transit bases. Additional locations may be considered for furniture replacement as furniture conditions are assessed at all locations.</p> <p>Budget Request Basis: This program budget request is based on cost estimates of the sub-projects in its work plan. Projects anticipated in 2019-2020 are replacement of furniture located in operator's lounges, general seating areas and quiet rooms at Metro Transit bases.</p>
1134268	TDC ROUTINE PAV REPAIR 2019-20 PROGRAMMATIC		\$4,736,585	<p>Current Scope: Routine Paving Repair 2019 to 2020 - This project includes the repair and replacement of asphalt and concrete paving at Metro transit facilities including Atlantic, East base, E3 busway, North Base, South Base, and Kenmore, Federal Way, Overlake, Star Lake Park & Rides.</p> <p>Budget Request Basis: This budget request is based on recent inspections of the facilities and scheduled repairs and maintenance in accordance with programmatic life cycle schedules. The dollar amount is derived from comparison with previous years repairs, and current on call contract unit prices. 2019-2020 funding is expected to include the completion of all works indicated in the scope of work for this biennium, from planning through implementation and close out.</p>
1134269	TDC SBVM FLUID US TANKS STANDALONE		\$968,961	<p>Current Scope: South Base Vehicle Maintenance Fluid Underground Storage Tanks - This project includes the review of the existing underground fluid storage tank locations and development of an alternatives analysis report around replacing the tanks, with a focus on the single waste oil tank with a warranty expiration in 2019. The project will then implement the replacement of the single tank at the end of its service life.</p> <p>Budget Request Basis: The Transit Facilities Conditions Needs Report provides rough order of magnitude replacement costing, generated by third party engineers and incorporating metrics for soft cost factors. 2019-2020 funding is expected to support final design and implementation of the tank replacement.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134273	TDC PASS SALES SECURITY CAMS STANDALONE		\$63,156	<p>Current Scope: Pass Sales Security Camera Replacement - This project is to replace and upgrade the security cameras and other systems in the Transit Pass Sales area on the first floor of King Street Center. The project will also provide motion detectors for after hours intrusion monitoring, duress buttons, upgraded recording capability and a new keypad/controller for arming and disarming alarms for after hours. The equipment will be connected to the County Enterprise system for King County's Facilities Management Division monitoring and response.</p> <p>Budget Request Basis: The King County Facilities Management Division (FMD) systems management and analysis supervisor performed a security assessment in early March 2018 at Transit's request. He provided recommendations and pricing quotes. These estimates form the basis for this request to replace the 18 year old system and make the new system compatible with FMD standards and monitoring systems.</p>
1134274	TDC BATT-ELECTR BUS-NRV INFR PROGRAMMATIC		\$506,919	<p>Current Scope: Battery Electric Bus & Non-Revenue Vehicle Planning - This program is for the overall planning and programming of the vehicle infrastructure facilities needs to support a zero-emissions fleet. With the recent investment of new trolley buses, the goal to be totally green by 2040, the expansion of the battery electric bus infrastructure and environment, and the implementation of the Rapid Ride system, it is important to develop a battery electric infrastructure program within King County Metro to address the increasing workload, complexity, and the necessity of developing a strategic, system wide plan for the future of the battery electric infrastructure.</p> <p>Budget Request Basis: This budget request was developed by reviewing past costs in support of similar programs (like the Trolley infrastructure project/program). The budget costs identified here are to support planning staff.</p>
1134275	TDC G LINE TROLLEY RESTR STANDALONE		\$83,224	<p>Current Scope: RapidRide G Line Trolley Restructure - This project is in support of the trolley infrastructure work that will need to be completed in support of the G Line. New overhead wire, switches, poles, and other additional trolley infrastructure will be needed to accommodate a restructure of existing trolley routes when the RapidRide G Line is implemented. At the time of this budget process, the following trolley related projects are anticipated as part of the Trolley Route restructure around the implementation of the G Line: approximately 800 feet of new wire needed along E Pine Street between Madison Street and 15th Avenue (Route 12 restructure), and new wire/switches at the S Jackson Street and 12th Ave S Intersection to allow northbound and southbound operations through the intersection (Routes 49/36 Restructure).</p> <p>Budget Request Basis: The funding for this project has been identified based on the previous cost of trolley removal/integration, consultant/contractor expenses, and additional costs associated with implementation of the new RR accounts are also included.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134276	TDC NE 43RD TROLLEY MODS STANDALONE		\$1,461,825	<p>Current Scope: NE 43rd Avenue Trolley Modifications - This project is for the planning, design, & implementation of additional trolley infrastructure in support of the new U-District Station. This appropriation will be used to implement approximately one-quarter mile of new one-way trolley wire on NE 43rd Street (between 15th Ave NE and 12th Ave NE) and 12 Ave NE (between NE 45th Street and NE 43rd Street). When the U-District Station opens in Spring 2021 (at the northeast corner of Brooklyn Ave and NE 43rd Street), this new trolley pathway will create the opportunity to provide a seamless transfer environment between bus-bus and bus-rail for riders by implementing one-way, westbound trolley wire along NE 43rd Street (between 15th Ave NE and 12th Ave NE) to 12th Ave NE (between NE 45th St and NE 43rd St).</p> <p>Budget Request Basis: The basis for the 2019-2020 request is based on previous years expenses for trolley project requests from our partners.</p>
1134277	TDC NRV BATTERY INFRASTR PROGRAMMATIC		\$1,007,507	<p>Current Scope: Non-revenue Vehicle (NRV) Battery Infrastructure - This program is for the development and implementation of the electric infrastructure in support of battery electric vehicles in the non-revenue fleet. With the recent investment of new battery NRV vehicles and the expectation that this will continue to expand as part of the goal to be completely "Green" by 2040, this program is being developed to support the planning, design, and implementation of five to seven NRV infrastructure and chargers in the county for the 2019-2020 biennium.</p> <p>Budget Request Basis: By reviewing past costs in support of similar programs (like the Trolley infrastructure project/program) the budget costs identified here are to support planning, design, and implementation of five to seven NRV chargers in the county.</p>
1134278	TDC BEB CHRGRS BB #2 STANDALONE		\$1,511,726	<p>Current Scope: Bellevue Base Battery Electric Bus Charger No.2 - This project involves planning, design and construction of a Battery Electric Bus (BEB) charger at Metro's Bellevue Base. The new charger will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The charger will be installed in Metro's fuel building at Bellevue Base to integrate with current bus maintenance procedures. This project is a continuation of the BEB infrastructure program initiated in 2017.</p> <p>Budget Request Basis: The costs associated with this appropriation will allow for the implementation, testing, certification, operations, and closeout of this project and were developed using costs from previous BEB charger projects. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1.5 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134279	TDC BEB CHRGRS BB #3 STANDALONE		\$1,009,396	<p>Current Scope: Bellevue Base Battery Electric Bus Charger No.3 - This project involves planning, design and construction of the third full-service Battery Electric Bus (BEB) charger at Metro's Bellevue Base. The new charger will be capable of charging long- or short-range battery electric buses, and will provide redundant charging capability to improve service reliability, consistent with Metro's BEB fleet plan.</p> <p>Budget Request Basis: The costs associated with this appropriation will allow for the implementation, testing, certification, operations, and closeout of this project and were developed using costs from previous BEB charger projects. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.</p>
1134280	TDC BEB CHRGRS EASTGATE PR #2 STANDALONE		\$3,379,851	<p>Current Scope: Eastgate Park & Ride Battery Electric Bus Chargers No 2 & 3 - This project involves planning, design and construction of the second and third Battery Electric Bus (BEB) chargers at Metro's existing Eastgate BEB charging station. The new chargers will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The project includes a new multi-charger gantry, switchgear, and new power service to the site. The existing charger at Eastgate will be relocated to the new gantry for operational efficiency.</p> <p>Budget Request Basis: Historical data from previous charger implementations was used to develop this request. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$3.4 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.</p>
1134281	TDC BEB CHRGRS REDMOND TC STANDALONE		\$1,604,769	<p>Current Scope: Redmond Town Center Battery Electric Bus Charger - This project is to complete the installation of a Battery Electric Bus short range charger at Redmond Town Center. This project involves planning, design and construction of the charger. The new charger will be capable of charging short-range battery electric buses, consistent with Metro's BEB fleet plan. The charger will be installed within the existing layover lanes at Redmond TC to integrate with current bus maintenance procedures.</p> <p>Budget Request Basis: The costs associated with this appropriation will allow for the planning, design, implementation, testing, certification, operations, and closeout of this project. The budget was developed using costs from previous BEB charger projects. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1.6 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134282	TDC BEB CHRGRS SB TEST FACIL STANDALONE		\$1,558,485	<p>Current Scope: South Base Battery Electric Bus Chargers - This project involves planning, design and construction of nine new Battery Electric Bus (BEB) chargers at Metro's South Base. The new chargers will be capable of charging long-range battery electric buses, which Metro will be testing in the next years, as well as placing long-range BEB into revenue service consistent with Metro's BEB fleet plan. The project includes a new multi-charger site area, switchgear, and new power service to the site.</p> <p>Budget Request Basis: The costs associated with this appropriation will allow for the planning, design, implementation, testing, certification, operations, and closeout of this project. The budget was developed using costs from previous BEB charger projects. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$1.6 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.</p>
1134283	TDC BEB CHRGRS SDOT G LINE PR STANDALONE		\$4,095,601	<p>Current Scope: Madison/G Line RapidRide Battery Electric Bus Charger - This project involves planning, design and construction of the Battery Electric Bus (BEB) charger(s) in support of potential use of battery electric buses on the Madison/G Line. Based on testing and more extensive review of the feasibility of 60-ft battery electric buses on this steep route, hybrid buses may be used to open this new RapidRide line and the charging infrastructure may be delayed until industry technology can reliably be used on this route. When feasible, the new chargers will be capable of charging battery electric buses and be located on the bus route and/or at a Metro Base. The project includes new infrastructure, switchgear, and new power service to the charging sites.</p> <p>Budget Request Basis: The costs associated with this appropriation will allow for the planning, design, implementation, testing, certification, operations, and closeout of this project. The budget was developed using costs from previous BEB charger projects. As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$4 M is being reappropriated from project 1129299 ELECTRIC BUS CHARGING INFRASTRUCTURE to fund or partially fund this project.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134287	TDC RT 48 TROLLEY STANDALONE		\$8,496,764	<p>Current Scope: Route 48 Trolley - This project is a partnership project with the City of Seattle, is coordinated with the City roadway infrastructure improvements along 23rd Ave, and is in advance of future Rapid Ride improvements in this area. The trolley wire project installs two segments along 23rd Avenue in conjunction with Seattle Department of Transportation's project to improve this high ridership transit corridor. Each segment is just under a mile long. When complete, Route 48 Trolley will provide trolley service capability (now diesel) from Mt Baker Station to the University of Washington. This effort involves Metro completing the design, securing permits, bidding the work, and constructing the trolley infrastructure to complete the electrification.</p> <p>Budget Request Basis: The 2019 - 2020 budget is based on past years expense trend for implementation of other trolley projects. Costs include design, securing permits, bidding the work, and constructing the trolley infrastructure to complete the electrification.</p>
1134288	TDC TROLL MAST DRAW PRGRM PROGRAMMATIC		\$522,348	<p>Current Scope: Trolley Master Drawing Program - This program is in support of the development of a complete set of trolley infrastructure design drawings. Through the project, Transit will hire a consultant that will partner with internal staff to develop drawings both in a hard copy format as well as in standard CAD system software format. There is over 90 miles of Trolley Infrastructure including poles, wire, switches, sub stations, power transformers, etc., and Transit has no complete system of record for the infrastructure of this \$1B asset. Once established, the master drawings will be reviewed and updated at least every 5 years.</p> <p>Budget Request Basis: Estimated costs fund a consultant and internal staff development drawings both in a hard copy format as well as in standard CAD system software format for the over 90 miles of Trolley Infrastructure including poles, wire, switches, sub stations, power transformers, etc.</p>
1134289	TDC TROLLEY PROGRAM PROGRAMMATIC		\$811,802	<p>Current Scope: Trolley Program Planning - This program is for the development of a functioning Trolley Program. With the recent investment of new trolley buses, the goal to be off of diesel buses by 2035, the expansion of the trolley infrastructure and environment, and the implementation of the Rapid Ride system, it is important to develop a Trolley Program Planning project within King County Metro to address the increasing workload, complexity, and planning for the future of trolley in the department.</p> <p>Budget Request Basis: This budget request is based on staffing in the capital planning and program management organization chart responsibility for the capital planning and program management duties for this body of work.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134292	TDC M LINE 234-235-271 RR STANDALONE		\$3,345,698	<p>Current Scope: Totem Lake Eastgate RapidRide - This project is a planned RapidRide line for Routes 234/235/271 and extends from Totem Lake Transit Center to Eastgate in Bellevue, passing through the cities of Kirkland and Bellevue. This project would plan, design and implement the necessary infrastructure improvements to launch RapidRide service. These infrastructure projects include passenger facilities, roadway, signal and intelligent transportation system improvements which result in better transit speed and reliability, access to transit projects which reduce barriers for people to reach transit and necessary communication and technology efforts to support the service. This budget also includes the associated costs for public outreach and marketing (launch of the service). This budget does not include vehicles.</p> <p>Budget Request Basis: Detailed estimates for project costs have been developed using past agency experience delivering the six original RapidRide lines, along with a detailed work breakdown structure and resource-loaded project schedule identifying the cost associated with each individual component of RapidRide delivery. The requested budget will move the project through the planning phase of project delivery.</p>
1134293	TDC MCDP CORRIDOR #1 STANDALONE		\$348,426	<p>Current Scope: Metro Connects Development Plan Corridor #1 - This project will improve transit performance and quality of service on a new line connecting Covington to SeaTac airport via Kent Station, comparable to existing Routes 180 and 168 (Line 1514 per METRO CONNECTS service network). Improvements include traffic signal retiming, traffic operation changes at selected intersections, signal queue jumps and bypass lanes for buses to get ahead of queued traffic at busy signalized intersections, improved bus access, layover circulation and facilities, and bus zone improvements.</p> <p>Budget Request Basis: The level of effort covered in this biennium will include planning work. The amount requested is based on estimates of previous planning project costs.</p>
1134294	TDC MCDP CORRIDOR #2 STANDALONE		\$0	<p>Current Scope: Metro Connects Development Plan Corridor #2 - This is a placeholder project that will support the ongoing investment in corridor improvements associated with METRO CONNECTS. These investments are anticipated in 2021-2022 with details to be developed as part of the next budget cycle. Corridor improvements are identified in collaboration with partner agencies to scope the investments for the corridor. Improvements can include transit and bypass lanes, pavement marking changes, signal modifications, signal synchronizations, bus access improvements, and other operational improvements to improve transit speed and reliability.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134295	TDC MCDP CORRIDOR #3 STANDALONE		\$0	<p>Current Scope: Metro Connects Development Plan Corridor #3 - This is a placeholder project that will support the ongoing investment in corridor improvements associated with METRO CONNECTS. These investments are anticipated in 2023-2024 with details to be developed as part of the next budget cycle. Corridor improvements are identified in collaboration with partner agencies to scope the investments for the corridor. Improvements can include transit and bypass lanes, pavement marking changes, signal modifications, signal synchronizations, bus access improvements, and other operational improvements to improve transit speed and reliability.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134296	TDC MCDP LCL AGENCY PARTSHIP PROGRAMMATIC		\$746,834	<p>Current Scope: Metro Connects Development Plan Local Agency Partnerships - This project is designed to invest in transit operational improvements utilizing two scenarios. Scenario 1) This fund is designated as Metro's contribution to local agency partners. Metro will provide speed and reliability capital investment for frequent, express, and local services. The local agency will lead the planning, design, and implementation for speed and reliability improvements. Scenario 2) Metro will lead capital project delivery for capital investments. Each local partner agency will have the option to select the capital delivery mechanism, assuming Metro has staff resources and capacity to deliver.</p> <p>Budget Request Basis: The amount requested is based on estimates from past project experiences.</p>
1134297	TDC SPEED AND RELIAB PLANNING PROGRAMMATIC		\$1,342,075	<p>Current Scope: Speed and Reliability Planning - This project supports capital planning efforts for the Speed and Reliability (S&R) Sub Portfolio. The S&R Sub Portfolio contains the following programs: RapidRide, frequent, express and local service improvements, and spot improvements. The program management activities of staff will include prioritization of projects within programs, feasibility studies, exploration of funding and partnership opportunities, and consideration of benefits of the various projects within the programs. Staff will monitor projects for progress and changes in scope, schedule and budget. In addition, they will adapt other projects within the programs to maintain the anticipated program benefits in a coordinated and complimentary manner. Staff will track interdependencies and coordinate with projects in other programs.</p> <p>Budget Request Basis: This budget request is based on staffing in the capital planning and program management organization chart responsible for the capital planning and program management duties within the Regional Transit Integration Sub Portfolio. Modest amounts of professional services are expected to augment staff expertise.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134298	TDC C-D ENHANCEMENTS STANDALONE		\$816,584	Current Scope: C & D-Line RapidRide Enhancement - This project will support the implementation of speed and reliability improvements and improved passenger amenities along the existing RapidRide C and D Lines. Budget Request Basis: This project is being funded by Sound Transit. This budget funds the project through Predesign. This project is the direct result of the Sound Transit 3 vote and is characterized by Sound Transit as an early win project. This categorization is given to projects which are anticipated to be complete prior to 2024. King County funding is only appropriated for the planning phase. Further appropriation may be needed for implementation if the planning phase results in a recommendation that Sound Transit fund King County Metro to lead design and construction of the improvements.
1134326	SGR-201: TDC AB WASH REPL STANDALONE		\$0	Current Scope: Atlantic Base Wash Systems Refurbishment - This project refurbishes multiple components of fuel and wash systems at Atlantic Base. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134328	TDC 2021/22 EQUIPMENT REPL PROGRAMMATIC		\$0	Current Scope: 2021-2022 Equipment Replacement - This is a placeholder project for the routine replacement program for Transit's equipment for the 2021-2022 biennium. Minor equipment replaced in this program typically does not involve major changes in building systems to function as intended to maintain buses, buildings, sites and support work practices. This is a programmatic project. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134329	TDC 2021-22 FURNITURE REPL PROGRAMMATIC		\$0	Current Scope: 2021-20200 Furniture Replacement - This is a placeholder project to fund the routine replacement of furniture at Transit facilities that is past the end of its useful life or in poor condition in the 2021-2022 biennium. This is a programmatic project with specific investments to be identified for the next budget cycle. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134330	TDC 2021-22 SHELTER REFURB PROGRAMMATIC		\$0	Current Scope: 2021-2022 Shelter Refurbishment - This is a placeholder project for investments in 2021-2022 associated with the ongoing state of good repair maintenance program to refurbish 140 - 160 shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and Rapid Ride components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134331	TDC 2023-24 EQUIP REPL PROGRAMMATIC		\$0	<p>Current Scope: 2023-2024 Equipment Replacement - This is a placeholder project for the routine replacement program for Transit's equipment for the 2023-2024 biennium. Minor equipment replaced in this program typically does not involve major changes in building systems to function as intended to maintain buses, buildings, sites and support work practices. This is a programmatic project.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134332	TDC 2023-24 FURNIT REPL PROGRAMMATIC		\$0	<p>Current Scope: 2023-2024 Furniture Replacement - This is a placeholder project to fund the routine replacement of furniture at Transit facilities that is past the end of its useful life or in poor condition in the 2023-2024 biennium. This is a programmatic project with specific investments to be identified for the next budget cycle.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134333	TDC 2023-24 SHELTER REFURB PROGRAMMATIC		\$0	<p>Current Scope: 2023-2024 Shelter Refurbishment - This is a placeholder project for investments in 2023-2024 associated with the ongoing state of good repair maintenance program to refurbish 140 - 160 shelters annually. Bus shelters have a lifecycle of 10 years, depending on the use in the area where shelters are located. Refurbishment work can involve component repairs and replacements, repainting, new roof standards, built-in lighting upgrades, panel upgrades, and specialized installments such as public art and Rapid Ride components that have more electrical and electronic systems. Specific locations will be developed in the next budget cycle.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134334	TDC HUBS DESIGN & IMPL PROGRAMMATIC		\$0	<p>Current Scope: 2021+ Transit Hubs Design and Implementation - This is a placeholder project for future investment in support of METRO CONNECTS 2025 and 2040 program needs. METRO CONNECTS identifies improvements at 85 existing and new transit centers and at more than 4,500 bus stops. This investment will support development and implementation of a portion of the identified locations. Specific investments will be identified in subsequent budget cycles.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134335	TDC Q LINE - 164- 166 RR STANDALONE		\$0	<p>Current Scope: Q Line RapidRide - This is a placeholder project for the Q Line RapidRide line, which is currently scheduled to open in 2027.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134354	TDC 2021-22 FACIL IMPR PROGRAMMATIC			\$0 Current Scope: 2021-2022 Facility Improvements - This project is a placeholder for small facility improvements in the 2021-2022 biennium. Funding will be used for facility improvements that support changes in business processes, technology and/or regulations. Specific investments will be identified and prioritized as part of the next budget cycle. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134355	TDC 2021-22 WELLNESS CENTERS PROGRAMMATIC			\$0 Current Scope: 2021-2022 Wellness Centers - This project is a placeholder for expanding the Wellness Center program to bases not addressed in the current biennium. Funds will be used to construct new or reconfigure existing space. Expanding the wellness centers to all operating bases is one of Metro's near term targets associated with the strategy of Enabling Employees to Top Quality Work. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134356	TDC 2023-24 BASE SECURITY PROGRAMMATIC			\$0 Current Scope: 2023-2024 Base Security - This project is a placeholder for security investments that will be identified for 2023-2024. Activities to be funded include retrofit or installation of new security components in Transit Facilities throughout the Metro System. The level of placeholder funding is consistent with past investments and is needed in order to maintain physical security at transit facilities. Specific investments will be defined in a future budget cycle. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134357	TDC 2023-24 FACIL IMPR PROGRAMMATIC			\$0 Current Scope: 2023-2024 Facility Improvements - This project is a placeholder for small facility improvements in the 2023-2024 biennium. Funding will be used for facility improvements that support changes in business processes, technology and/or regulations. Specific investments will be identified and prioritized as part of the next budget cycle. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134358	TDC COMFORT STN FUTURE #1 STANDALONE			\$0 Current Scope: Comfort Station Future #1 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2021-2022 biennium. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134359	TDC COMFORT STN FUTURE #2 STANDALONE			\$0 Current Scope: Comfort Station Future #2 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2021-2022 biennium. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134360	TDC COMFORT STN FUTURE #3 STANDALONE			\$0 Current Scope: Comfort Station Future #3 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2023-2024 biennium. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134361	TDC COMFORT STN FUTURE #4 STANDALONE			\$0 Current Scope: Comfort Station Future #4 - This is a placeholder project for the expansion of the comfort station program. This project involves siting, design, and construction of a permanent comfort station at a future location starting in the 2023-2024 biennium. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134362	TDC SGR203 TDC CC NRV WSH REPL STANDALONE			\$0 Current Scope: Non-Revenue Vehicle Shop Car Wash Replacement - This project will include replacement of the car wash facility at the Non Revenue Vehicle shop. Elements will include 1) vehicle wash system including replacing control arms, electronic motors, pumps, electronic control panel and 2) vehicle vacuum system. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134363	TDC SGR-204: TDC EB OPS HVAC STANDALONE			\$0 Current Scope: East Base Operations HVAC Replacement - Replacement of the HVAC systems at Base Ops/Maintenance buildings at East Base. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134364	TDC SGR206 HVAC SMALL WRKS PRJ PROGRAMMATIC			\$0 Current Scope: Central Base HVAC Small Components Replacement - This project is for replacement of multiple components of the HVAC systems at Central Base. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134365	TDC SGR-207: SB CSC HVAC REPL STANDALONE			\$0 Current Scope: South Base HVAC Replacement - This project funds replacement of multiple components of the HVAC systems at South Base. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134366	TDC SGR-208: CC NRV VEH LIFTS STANDALONE			\$0 Current Scope: Non Revenue Vehicle Lifts Replacement - Project funds replacement of the rotary post axle lifts at the Non Revenue Vehicle facility. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134367	TDC SGR-209: NB VM BUS LIFTS STANDALONE		\$0	Current Scope: North Base Lift Replacement - Project includes replacement of the rotary post axle lifts and rotary post platform lifts at North Base . Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134368	TDC SGR-210: SB VM BUS LIFTS STANDALONE		\$0	Current Scope: South Base Vehicle Maintenance Bus Lift Replacement - Project includes replacement of the rotary post axle lifts, rotary post platform lift and custom post platform lifts at South Base. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134369	TDC SGR-211: SB CSC LIFTS STANDALONE		\$0	Current Scope: Component Supply Center Lift Replacement - Project includes replacement of the custom platform table lifts and custom platform post lift at Component Supply Center. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134370	TDC SGR215 NB YARD INFRST REPL STANDALONE		\$0	Current Scope: North Base Yard Infrastructure Replacement - Replacement of multiple components of North Base yard infrastructure. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134371	TDC SGR217 RB YARD INFRST REPL STANDALONE		\$0	Current Scope: Ryerson Base Yard Infrastructure Replacement - This project includes replacement of: 1) 1200' of 8" diameter pipe and five hydrants for Fire Protection Water and 2) oil/water separator control panel. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134372	TDC SGR218 SB YRD INFRST REPL STANDALONE		\$0	Current Scope: South Base Yard Infrastructure Replacement - Evaluation and potential replacement of Propane Gas Distribution system at South Base. Due to more consistent and dependable natural gas supply from Puget Sound Energy, the propane backup system has not been used for some time and may no longer be required. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134373	TDC SGR-219: SF YARD POT WTR STANDALONE		\$0	Current Scope: South Facilities Potable Water Replacement - This project involves replaceent of potable water infrastructure at South Facilities. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134374	TDC SGR220 SB NRV VEH FLD REPL STANDALONE			\$0 Current Scope: Vehicle Fluids Distribution System Replacement - This project includes: 1) South Base– 500’ of 1” Steel Pipe and associated fittings and two sets of hose reels; 2) Bellevue Base – 500’ of 1” Steel Pipe and associated fittings and two sets of hose reels; and 3) Central Base/NRV – 500’ of 1” Steel Pipe and associated fittings and two sets of hose reels. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134375	TD SGR222 OA BLD EN DR WNDW STANDALONE			\$0 Current Scope: Building Envelope, Door and Window Replacement Placeholder - This project is placeholder funding for routine replacement of building envelope elements including replacement of doors and windows at multiple Transit bases. Timing is consistent with Metro's Transit Asset Management Plan and detailed investments will be identified in future budget cycles. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134376	TDC SGR223 OA BLD ENV RF REPL STANDALONE			\$0 Current Scope: 2021-2022 Roof Replacement Placeholder - This is a placeholder project for investments in the 2021-2022 Roof Replacement Program Including: 1) Bellevue Base fuel building; 2) Central Base fuel building; 3) Central Base maintenance east canopy; 4) Control Center Operations replace roof assembly and skylights over the main roof level; 5) North Base Operations Building; 6) South Base Wash Building. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134377	TDC SGR224 OA FIRE SYST REPL STANDALONE			\$0 Current Scope: Fire Control System Replacement Placeholder - This is a placeholder project for future routine replacement of fire control systems at multiple Transit locations. Locations will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134378	TDC SGR225 OA REPIPING WRKS STANDALONE			\$0 Current Scope: Routine Piping Replacement - This is a placeholder project for future routine pipe replacements at multiple Transit bases. Detailed investments will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134379	TDC SGR-226: OA LIGHT REPLAC STANDALONE			\$0 Current Scope: Routine Lighting System Replacements - This is a placeholder project for future routine replacement of lighting systems at multiple transit locations. Detailed investments will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134380	TDC SGR227 NF & PD UST REPL STANDALONE		\$0	Current Scope: Fuel Storage Tank Replacement Placeholder - This is a placeholder project for the planned replacement of fuel storage tanks at North Facilities and Power Distribution. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134381	TDC SGR228 ABVM PWR SYS REPL STANDALONE		\$0	Current Scope: Atlantic Base Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at the Atlantic Base Vehicle Maintenance building. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134382	TDC SGR229 BB FUEL VM PWR REP STANDALONE		\$0	Current Scope: Bellevue Base Fuel Vehicle Maintenance Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at Bellevue Base. Timing is consistent with Metro's Transit Asset Management Plan. Work includes replacement of electrical distribution panels, step-down transformers, electrical branch wiring, transfer switches and switchgear. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134383	TDC SGR230 CB FUEL PWR REPL STANDALONE		\$0	Current Scope: Central Base Fuel Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at Central Base. Timing is consistent with Metro's Transit Asset Management Plan. Work includes replacement of electrical distribution panels, step-down transformers, electrical branch wiring, transfer switches and switchgear. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134384	TDC SGR231 RB FUEL VM PWR REP STANDALONE		\$0	Current Scope: Ryerson Base Fuel Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at Ryerson Base. Timing is consistent with Metro's Transit Asset Management Plan. Work includes replacement of electrical distribution panels, step-down transformers, electrical branch wiring, transfer switches and switchgear. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.
1134385	TDC SGR232 OA TROLLY PWR REPL STANDALONE		\$0	Current Scope: Trolley Power Delivery System Replacement - This is a placeholder project for the routine replacement of power delivery system components at several substations. Individual locations will be identified in future budget cycle. Timing is consistent with Metro's Transit Asset Management Plan. Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134386	TDC SGR-233: OA PAVING REPL STANDALONE		\$0	<p>Current Scope: Base Paving Replacement - This is a placeholder project for routine paving replacements at multiple Transit locations which will be identified in future budget cycles. Timing is consistent with Metro's Transit Asset Management Plan.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134387	TDC HASTUS UPGRADE 2023 STANDALONE		\$0	<p>Current Scope: HASTUS Scheduling System Upgrade - This placeholder project will upgrade the current HASTUS Transit Scheduling and Operational Support system to the current vendor version in 2023. The upgrade will primarily consist of the vendor (GIRO) applying customizations that are specific to King County Metro and that continue to be required to meet specific business requirements and labor agreements to the base HASTUS modules. King County Metro staff will test the updated system extensively to verify that all required functionality works correctly. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134388	TDC 2021 OBS-CCS REFRESH STANDALONE		\$0	<p>Current Scope: Upgrade Transit On Board Systems - This placeholder project will fund future anticipated upgrades to Transit's on board systems and systems at the Transit Control Center. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134389	TDC 2021 TBIRD FUTURE PHAS STANDALONE		\$0	<p>Current Scope: Complete Buildout of Transit's Business Intelligence System - This placeholder project funds future anticipated work necessary to complete the build out of Transit's Business Intelligence data (TBIRD) warehouse and capabilities. The current TBIRD project scope does not include funding for all systems to be included and anticipates that additional resources and time will be required.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134390	TDC 2023 NG ORCA ENHANC STANDALONE		\$0	<p>Current Scope: Next Generation ORCA Enhancements - This is a placeholder project to provide funds for Metro specific and Metro's portion of regional system upgrades and enhancements to the Next Generation ORCA system. Specific investments will be identified in future budget cycles.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134391	TDC 2027 TR CNTRL CNTR SYS STANDALONE		\$0	<p>Current Scope: Upgrades to Various Transit Control Center Systems - This placeholder project will fund upgrades to multiple backbone systems (radio, phone, network) at the transit control center to provide upgraded and expanded capacity to meet future business needs for an expanded transit service. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134392	TDC 2027 TR RADIO SYS REFR STANDALONE		\$0	<p>Current Scope: Upgrade or Replace Transit Radio Network - This placeholder project will upgrade/replace the transit radio network to provide a stable secondary communications network for the transit fixed route and rapid ride bus fleet. Specific investments will be identified in future budget cycles.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134393	TDC ASSET MGMT PROGRAM PROGRAMMATIC		\$0	<p>Current Scope: Upgrade/Consolidation of Tools to Manage Fleet and Fixed Assets - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to manage fleet and fixed assets across Metro's services. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134394	TDC CUST INFO MGMT PRGRM PROGRAMMATIC		\$0	<p>Current Scope: Upgrade/Consolidation of Customer Information Systems - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to managed customer facing information across Metro. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134396	TDC MOBILITY TEC PRGRM PROGRAMMATIC		\$0	<p>Current Scope: Mobility Technology Tools - This placeholder project will provide necessary technology tooling for Metro's newly emergent mobility programs. Specific investments will be identified in future budget cycles.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134398	TDC SAFETY AND SECURITY PR STANDALONE		\$0	<p>Current Scope: Upgrades/Consolidation of Safety Systems - This placeholder project will provide necessary upgrades and consolidation of multiple tools used to manage safety programs and track safety issues and events across Metro. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134399	TDC SERV DELIV PROGRAM PROGRAMMATIC		\$0	<p>Current Scope: Upgrade/Consolidation of Service Delivery/Management Tools - This placeholder project will fund necessary upgrades and consolidation of multiple technology tools used to manage and deliver transit service. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134400	TDC SERVICE DESIGN PRGRM PROGRAMMATIC		\$0	<p>Current Scope: Upgrade/Consolidation of Route Design/Scheduling Tools - This placeholder project will fund necessary upgrades and consolidation of multiple tools used to design and schedule transit services. Specific investments will be identified in future budget cycles. Investments are intended to improve the lifecycle management of information technology used by Metro.</p> <p>Budget Request Basis: There is no budget request for 2019-2020; budget request reflects planning estimates for outyears only.</p>
1134660	TDC OS LAYOVER UNFORESEEN PROGRAMMATIC		\$200,000	<p>Current Scope: Unforeseen Off-Street Layover Design - The Off street Layover Unforeseen project provides for design work to address off street layover needs that emerge during the 2019-2020 biennium. This funding will provide for staff and consultant resources as needed to explore alternative solutions to address layover needs, and to begin design work for implementing changes.</p> <p>Budget Request Basis: This is a rough order of magnitude estimate of the resources that would be needed to react to up to three problem layover locations over the biennium. Initial work would be to understand the problem, explore alternative on-street locations with the city, explore off-street opportunities in suitable locations, begin developing project for future budget action if funding would exceed available amount in this project. If no situations arise, the project funds will not be used.</p>
1134661	TDC SGR UNFORESEEN PRJ PROGRAMMATIC		\$200,000	<p>Current Scope: Unforeseen State of Good Repair - This project provides for design work to repair or replace unforeseen damage or failures of Transit's assets such as facilities and infrastructure. This project is for staff and consultant resources as needed to determine the criticality of taking action to fix an issue with an asset within the current biennium. Further, the project funding is available to explore alternative solutions to address the repair or replacement of the facility or infrastructure component and begin implementing the fix until budget action can be taken to obtain appropriation to finish the work.</p> <p>Budget Request Basis: The budget request is based on a rough order of magnitude estimate of the resources that would be needed to react to up to three problem asset repair or replacement issues that arise during the biennium. If no situations arise, the project funds will not be used.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3641 PUBLIC TRANS CONST-UNREST, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3641 PUBLIC TRANS CONST-UNREST - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134664	TDC N SEATTLE SR INVSTMNTS STANDALONE		\$506,538	<p>Current Scope: North Seattle Speed & Reliability Investment - This project will make speed and reliability improvements along the Routes 40, 44, 48 within the City of Seattle. These improvements may include, signal enhancement, intersection/roadway modifications, bus stop enhancements (including bus bulbs). Metro will work in partnership with the Seattle Department of Transportation to make these improvements. In the 2019-2020 biennium, the project will initiate the pre-planning effort to identify specific needs of speed and reliability improvements along route 40.</p> <p>Budget Request Basis: The budget request is based on the past project for pre-planning phase.</p>
1135061	TDC 3RD AVE IMPROVEMENTS STANDALONE		\$3,295,037	<p>Current Scope: Third Avenue Transit Corridor Improvement and RapidRide Facilities - This project provides bus stop, streetscape and transit street priority improvements to the region's primary transit corridor – Third Avenue between S. Jackson Street and Denny Way in Seattle. This is an existing project with work already completed, including 30% design for the entire corridor between Jackson and Denny. Upcoming work will include design and construction of a new transit-only signal and trolley wire at the intersection of Third Ave and Denny Way, which will allow all buses traveling north on Third Ave to turn left to westbound Denny Way instead of following the current pathway on Broad St and 1st Ave.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$3.3M is being reappropriated from project "1116745 TD 3RD AVE IMPROVEMENTS" to fund or partially fund this project.</p>
3641 - PUBLIC TRANS CONST- UNREST Total			\$336,103,025	
Grand Total			\$336,103,025	

**2019-2020 Proposed Financial Plan
Transit Infrastructure Capital Fund/ 000003641**

Capital Improvement Program (CIP) Budget

	2017-2018 Carryforward (YE ITD Balance)	2019-2020 Proposed	2019-2020 Total (Balance + Budget)	2021-2022 Projected	2023-2024 Projected
Capital Budget Revenue Sources					
Revenue Backing from Fund Balance	159,190,864		159,190,864	2,654,306	
Revenue Carryforward - Future Debt Proceeds & Other	207,747,894		207,747,894		
Sales Tax		300,067,407	300,067,407	306,278,723	249,606,460
Interest Income		4,193,887	4,193,887	9,891,605	5,574,915
Sound Transit Payments		5,158,894	5,158,894	-	-
Capital Grants		26,682,836	26,682,836	60,182,404	26,293,577
Debt Proceeds		-	-	234,486,309	223,196,861
Miscellaneous		-	-	-	-
Total Capital Revenue	\$ 366,938,758	\$ 336,103,025	\$ 703,041,783	\$ 613,493,347	\$ 504,671,813
Capital Appropriation					
Facility Improvements	135,502,646	52,478,504	187,981,150	327,415,936	151,992,898
Fixed Route Vehicles	5,925,706	(323,961)	5,601,745	-	-
Non Fixed Route Vehicles	1,673,077	12,324,673	13,997,750	13,501,711	14,343,877
Passenger Infrastructure	4,872,165	17,563,256	22,435,421	26,988,969	27,690,347
Regional Transit Integration	81,322,845	(23,542,328)	57,780,517	7,279,113	3,742,581
Speed and Reliability Improvements	11,806,582	133,726,786	145,533,368	96,659,615	145,350,799
State of Good Repair	22,545,109	92,987,804	115,532,913	110,700,582	118,887,925
Technology	61,968,662	28,390,774	90,359,436	22,445,793	34,707,716
Vehicle Infrastructure	41,321,966	22,497,517	63,819,483	8,501,628	7,955,670
Total Capital Appropriation	\$ 366,938,758	\$ 336,103,025	\$ 703,041,783	\$ 613,493,347	\$ 504,671,813

CIP Fund Financial Position

	2017-2018 Biennial to Date Actuals	2017-2018 Estimated	2019-2020 Biennial to Date Actuals	2019-2020 Estimated	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	89,283,295	89,283,295		159,190,864	206,237,830	155,812,482
Capital Funding Sources						
Sales Tax	151,057,383	185,713,949		301,113,446	306,278,723	249,606,460
Interest Income	1,655,121	3,017,295		4,193,887	9,891,605	5,574,915
Sound Transit Payments	10,704,427	12,312,066		5,158,894	-	-
Capital Grants	3,504,757	23,365,479		26,682,836	60,182,404	26,293,577
Miscellaneous	15,623,415	(30,046)		-	-	-
Total Capital Revenue	\$ 182,545,103	\$ 224,378,742	\$ -	\$ 337,149,064	\$ 376,352,732	\$ 281,474,952
Capital Expenditures						
Facility Improvements	(36,116,557)	(40,783,250)		(62,269,438)	(262,794,746)	(283,091,609)
Fixed Route Vehicles	(1,692,610)	(3,863,029)		(1,450,983)	(1,159,034)	(1,231,328)
Non Fixed Route Vehicles	(6,496,839)	(8,667,512)		(14,505,540)	(13,729,273)	(14,585,633)
Passenger Infrastructure	(5,769,779)	(7,121,524)		(18,220,664)	(29,084,741)	(27,690,347)
Regional Transit Integration	(4,937,790)	(6,475,488)		(36,073,148)	(6,599,783)	(5,635,303)
Speed and Reliability Improvements	(7,550,792)	(15,126,217)		(59,507,632)	(146,351,594)	(192,063,420)
State of Good Repair	(21,509,252)	(35,874,477)		(63,244,523)	(133,130,818)	(109,846,617)
Technology	(9,881,786)	(22,465,119)		(78,262,304)	(54,651,249)	(34,707,715)
Vehicle Infrastructure	(3,139,272)	(14,307,046)		(15,946,253)	(15,575,151)	(8,442,425)
Total Capital Expenditures	\$ (97,094,677)	\$ (154,683,661)	\$ -	\$ (349,480,486)	\$ (663,076,388)	\$ (677,294,398)
Estimated Underexpenditure				\$ -	\$ -	\$ 15,000,000
Other Fund Transactions						
Misc fund balance adjustments	(1,599,512)	(1,599,512)		-	-	-
Lease and Prepaid Lease Offset	1,812,000	1,812,000		1,812,000	1,812,000	1,812,000
Debt proceeds		-		57,566,387	234,486,309	262,238,748
Ending Fund Balance	\$ 174,946,208	\$ 159,190,864	\$ -	\$ 206,237,830	\$ 155,812,482	\$ 39,043,784
Fund Balance Designated to Current Projects *	\$ (144,000,000)	\$ (128,000,000)	\$ -	\$ (170,000,000)	\$ (120,000,000)	\$ (3,000,000)
Reserves						
Capital Designated Reserve	(30,336,428)	(30,336,428)		(35,164,046)	(35,164,046)	(35,164,046)
Total Reserves	\$ (30,336,428)	\$ (30,336,428)	\$ -	\$ (35,164,046)	\$ (35,164,046)	\$ (35,164,046)
Projected Shortfall						
	-	-	-	-	-	-
Ending Undesignated Fund Balance	\$ 609,780	\$ 854,436	\$ -	\$ 1,073,784	\$ 648,436	\$ 879,738

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.

2019-2020 Proposed Budget is consistent with expenditure and revenue data from PBCS.

Outyear projections assume revenue and expenditure growth consistent with anticipated service levels and reflect the most recent estimates.

Projections include inputs from August 2018 OEFA forecast.

Other fund transactions include accounting adjustments to balance to budgetary fund balance, debt proceeds, and transfers between funds.

Reserve levels reflects those adopted in the Fund Management Policies for Public Transportation.

* Fund balance designated to current projects is for projects that are already appropriated. This fund balance cannot be used for other projects without disappropriating projects or creating a shortfall in the fund.

Updated 9/8/18 by Geoff Kaiser

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1130164	TDC WSDOT 40' HYDBID BUS PROGRAMMATIC		\$163,546,393	<p>Current Scope: WSDOT 40-ft Hybrid or Battery Electric Bus - This project funds the replacement of King County Metro's existing fleet of 40-ft hybrid buses for the biennium. These new hybrid buses will feature all electric accessories. The first of the 65 new 40-ft Hybrid buses will be placed into service starting in mid-2019. The new fleet of 40-ft Hybrid buses will be low-floor buses with an FTA service life of 12 years. The buses will be purchased from the Washington State Department of Transportation (WSDOT) Consortium contract. The budget also includes funding for over 100 units delivered in 2018.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, approximately \$163 M is being reappropriated from project 1130286 TDC 40' HYBRID BUDGET to fund or partially fund this project. The request is based upon 40-ft Hybrid bus pricing derived from a competitive request for proposals for transit buses issued by the State of Washington Department of Enterprise Services on behalf of WSDOT. The request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, and training.</p>
1130165	TDC WSDOT 60' HYBRID BRT PROGRAMMATIC		\$59,674,343	<p>Current Scope: WSDOT 60-ft Hybrid or Battery Electric Bus - This project funds the replacement of King County Metro's existing fleet of 60-ft hybrid buses. The new 60-ft hybrid buses will feature all electric accessories. The biennial request covers 60-ft. Bus Rapid Transit (BRT) buses for the RapidRide program to be delivered in 2019. The new fleet of 60-ft hybrid buses will be low-floor buses with an FTA service life of 12 years. The buses will be purchased from the Washington State Department of Transportation (WSDOT) Consortium contract.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted to a master programmatic project or to a standalone project. Approximately \$60 M is being reappropriated from project 1130287 TDC 60' HYBRID BUDGET to fund or partially fund this project. The budget request covers the cost of 50 vehicles - 22 units received in 2018 and an additional 28 to be delivered in 2019. The amount of the request is based upon 60-ft Hybrid bus pricing derived from a competitive request for proposals for transit buses issued by the State of Washington Department of Enterprise Services on behalf of WSDOT. The amount of the request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, and training.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1130166	TDC WSDOT 60' HYBRID BUS STANDALONE		\$278,826,897	<p>Current Scope: WSDOT 60-ft Hybrid Bus - This project funds the replacement of King County Metro's existing fleet of 60-ft hybrid buses. These new hybrid buses are 60-ft standard design (non-BRT) buses that will feature all electric accessories. This request funds 89 unit in 2018-2019 and 45 units in 2020. The buses will be low-floor buses with a Federal Transit Administration (FTA) service life of 12 years. King County Metro will issue a new Request for Proposal (RFP) to acquire these buses.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$220 M is being reappropriated from project 1130287 TDC 60' HYBRID BUDGET to fund or partially fund this project. The budget request covers past expenditures as well as the purchase of 134 unit in 2019-2020. The amount of this request is based upon 60ft Hybrid bus prices derived from a competitive request for proposals for transit buses issued by the State of Washington Department of Enterprise Services on behalf of WSDOT. The amount of the request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, training, technical publications and manuals, diagnostic equipment, special tools and project contingency.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1130167	TDC 60' TROLLEY SDR SDOT PROGRAMMATIC		\$32,035,280	<p>Current Scope: 60-ft 5-Door Trolley SDOT - This project funds 13 additional electric trolley buses with 5 doors to serve the City of Seattle’s planned Bus Rapid Transit (BRT) route for Madison Street. The addition of the Madison BRT trolleys will bring the 60-ft. trolley fleet to 77 buses. All of the new fleet of 60-ft electric trolley buses will be low-floor buses with an Federal Transit Authority (FTA) service life of 15 years and will feature a battery pack that provides the capability to travel off-wire for a limited range. If King County Metro is unable to acquire 5-door 60-ft electric trolley buses, the City has indicated their preference for 5-door 60-ft battery electric buses. Alternatively, if a suitable 5-door 60-ft trolley is not available, then King County Metro may acquire 5-door 60-ft hybrid buses instead. The viability of a 60-ft battery electric bus on this route has not been demonstrated. Testing and evaluation of the 60-ft battery electric bus is planned for September 2018.</p> <p>Budget Request Basis: As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, approximately \$21.5 M is being reappropriated from project 1130288 TDC 60' TROLLEY BUDGET to fund or partially fund this project. The amount of the request is based upon 60ft trolley bus prices derived from a competitive request for proposals for 60ft electric trolley buses. The capital acquisition costs also include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, training, technical publications and manuals, diagnostic equipment, special tools and project contingency. This budget request seeks new funding for 13 additional trolleybuses to serve the City of Seattle’s planned BRT route for Madison Street scheduled to begin service in 2021. The amount this budget requests is sufficient to purchase 13 battery electric buses should that be the ultimate decision. However, this budget request does not address the capital investment required for the associated battery electric charging infrastructure to support the Madison Rapid Ride Corridor service.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1130168	TDC 40' BATTERY EL BUS PROGRAMMATIC		\$48,347,675	<p>Current Scope: 40ft Battery Electric Bus - This project funds the expansion of King County Metro's existing fleet of eleven 40-ft battery electric buses. The planned purchases will be based on results of pilot testing of extended range buses in 2018 and 2019. This project will add up to 32 more 40-ft battery electric buses by 2021, if available bus technology meets the requirements of our chosen routes for this deployment. These new buses, unlike their predecessors, will use extended-range technology providing the capacity to operate the buses for up to 140 miles between charges. On board batteries will be required to charge in four hours or less. The two buses should enter service in late 2019 or early 2020, while the other 30 should enter service in 2021. These new 40-ft battery electric buses will be low-floor buses with an FTA service life of 12 years.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$9 M is being reappropriated from project 1130289 TDC BATTERY BUS BUDGET to fund or partially fund this project. The amount of the request is based upon 40-ft battery electric bus costs derived from a competitive request for proposals for 40-ft battery electric buses issued by the State of Washington Department of Enterprise Services on behalf of WSDOT. The amount of the request also includes funding for the requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, and training.</p>
1130169	TDC VANPOOL VEHICLE PURCHASE PROGRAMMATIC		\$19,961,271	<p>Current Scope: Vanpool Vehicle Purchase - This project funds the purchase of new vans needed to support Metro Transit's Vanpool Program. New vans are purchased to replace vans at the end of their useful vanpool life and to expand service. This project provides efficient, safe and dependable vans for vanpool customers.</p> <p>Budget Request Basis: During the biennium, 523 vans reach the end of their useful life and will be replaced. In addition, the number of operating vanpool groups is expected to increase by 140 groups and based on this level of service, this project provides for the purchase of 70 expansion vans in each year of the biennium.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1130170	TDC ADA VAN PROCUREMENT PROGRAMMATIC		\$17,663,715	<p>Current Scope: American with Disabilities Act (ADA) Van Procurement - This project funds the purchase of new vehicles needed to support Metro Transit's Access Paratransit service. New vehicles are purchased to replace vehicles at the end of their useful life and to expand or enhance the service.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$7.8 M is being reappropriated from project 1130290 TDC ADA PARATR BUDGET to fund or partially fund this project. Estimated costs include all associated procurement costs including labor, vehicles, inspections, licensing and preparation up to the in-service date required for operation.</p>
1130171	TDC CAT VEHICLES PROCUREMENT PROGRAMMATIC		\$8,104,817	<p>Current Scope: Community Access Transportation (CAT) Vehicles Procurement - This project funds the purchase of new vehicles needed to support Metro Transit's CAT Program. New vehicles are purchased to replace vehicles at the end of their useful life, to "right-size" the fleet, to reduce expenses, and to expand or enhance the service.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$5 M is being reappropriated from project 1130290 TDC ADA PARATR BUDGET to fund or partially fund this project. The estimated costs include all associated procurement costs including labor, vehicles, inspections, licensing and preparation up to the in-service date required for operation.</p>
1130286	TDC 40' HYBRID BUDGET PROGRAMMATIC	✓	(\$209,974,239)	<p>Current Scope: This project funded the continuation of the replacement and expansion of King County Metro's existing fleet of 40-ft hybrid buses.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$163 M is being disappropriated from this project and reappropriated to 1130164 TDC WSDOT 40' HYDBID BUS, with the remaining existing appropriation in this budget being disappropriated.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1130287	TDC 60' HYBRID BUDGET PROGRAMMATIC	✓	(\$297,499,451)	<p>Current Scope: 60-Ft Hybrid Bus Budget - This project funded the continuation of the replacement and expansion of King County Metro's existing fleet of 60-ft hybrid buses.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$282 M is being disappropriated from this project and reappropriated to the following: \$60M to project 1130165 TDC WSDOT 60' HYBRID BRT, \$220 M to project 1130166 TDC WSDOT 60' HYBRID BUS, and \$2 M to project 1132837 TDC LEASED BUS TESTING. The remaining budget is disappropriated.</p>
1130288	TDC 60' TROLLEY BUDGET PROGRAMMATIC	✓	(\$21,481,595)	<p>Current Scope: 60-Ft Trolley Budget - This project funded the continuation of the replacement and expansion of King County Metro's existing fleet of 60-ft trolley buses.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$21.5 M is being disappropriated from this project and reappropriated to 1130167 TDC 60' TROLLEY 5DR SDOT.</p>
1130289	TDC BATTERY BUS BUDGET PROGRAMMATIC	✓	(\$9,182,977)	<p>Current Scope: Battery Bus Budget - This project funded the expansion of King County Metro's fleet of three 40-ft battery electric buses.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$9 M is being disappropriated from this project and reappropriated to the 1130168 TDC 40' BATTERY EL BUS.</p>
1130290	TDC ADA PARATR BUDGET PROGRAMMATIC	✓	(\$12,768,232)	<p>Current Scope: ADA Paratransit Vehicle Budget - This programmatic project provides for expansion and replacement vehicles for Access Transportation ADA paratransit service program and Community Access program.</p> <p>Budget Request Basis: As part of Metro's move to have fewer large programmatic projects to improve transparency and accountability, this project is being discontinued and/or some budget from this project is being reappropriated to new standalone or smaller programmatic projects. Specifically, approximately \$12.8 M is being disappropriated from this project and reappropriated to the following: 1130170 TDC ADA VAN PROCUREMENT - \$7.8 M and 1130171 TDC CAT VEHICLES PROCUREMENT - \$5 M.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1132837	TDC LEASEED EL BUS TESTING STANDALONE		\$4,719,370	<p>Current Scope: Leased Electric Bus Testing - This Project leases up to 10 extended-range battery electric buses (six 40-ft and four 60-ft buses) for the purpose of testing and evaluating extended-range battery electric buses under King County Metro operating conditions. The project plan calls for leasing two 40-ft battery electric buses from each of the following transit vehicle manufacturers: BYD, New Flyer, and Proterra; and leasing two 60-ft battery electric buses from BYD and New Flyer. In addition to determining if these buses can meet our operating requirements, the test will help KCM refine its technical specifications for future battery electric bus procurements.</p> <p>Budget Request Basis: This budget request seeks to fund the leasing of extended-range battery electric buses for testing and evaluation purposes, and costs are based upon current market offerings for bus selling prices, charging equipment pricing, estimated operational costs for the lease term, and estimated cost of money. As part of Metro’s move to have fewer large programmatic projects to improve transparency and accountability, this project is being converted from a subproject to a master programmatic project or to a standalone project. Approximately \$2 M is being reappropriated from project 1130287 TDC 60' HYBRID BUDGET to fund or partially fund this project.</p>
1133710	TDC 60' BATTERY EL BUS PROGRAMMATIC		\$75,754,737	<p>Current Scope: 60-ft Battery Electric Bus - This project funds King County Metro’s first ever fleet of 60-ft battery electric buses. The initial order is planned for a quantity of 45 extended range buses, dependent on successful pilot testing of industry-available technology in 2018 and 2019 for meeting the demands of our routes, climate, and topography. The buses are scheduled to enter service in late 2020 and are also dependent on new base and charging capacity being in place by that time. The new fleet of 60-ft battery electric buses will be extended charge, low-floor buses with an Federal Transit Administration (FTA) service life of 12 years. King County Metro will issue a new Request for Proposal (RFP) to acquire these buses.</p> <p>Budget Request Basis: This budget request represents the first large-scale fleet purchase of 60-ft battery electric buses program expansion project. The amount of the request is based upon the unit price of a 60-ft battery electric bus derived from a competitive request for proposals in 2015 with adjustments for more recent market activity and inflation. The amount of the request also includes funding for requisite capital acquisition costs associated with the purchase and placement into service of rolling stock assets. These capital acquisition costs include transit fleet procurement team costs, in-plant and post-delivery inspection of buses, after-market equipment acquisition and installation, service preparation and commissioning, and training.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134163	TDC FIXED RT PROG MGMT PROGRAMMATIC		\$1,094,018	<p>Current Scope: Fixed Route Program Management - This project is a programmatic effort to support the Revenue Fleet Sub Portfolio capital planning efforts. The Fixed Route Vehicle Sub Portfolio contains the following programs: purchasing of hybrid, diesel, battery electric and trolley buses and onboard systems. Program management activities include ensuring adequate coordination with Vehicle Maintenance and Facility Maintenance Divisions and Fleet Purchasing and Fixed Asset program groups internal to Metro to meet their needs and mitigate impacts to operations during design and construction. Program management activities also include: prioritization of purchases within programs; feasibility studies; exploration of funding and partnership opportunities; consideration of benefits of the various projects within the programs; monitoring projects for progress and changes in scope, schedule, and budget and adapting other projects within the programs to maintain the program benefits anticipated; and tracking interdependencies and coordinating with projects in other programs.</p> <p>Budget Request Basis: Based on staffing in the capital planning and program management organization chart responsible for the capital planning and program management duties within the Fixed Route Vehicle Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.</p>
1134227	TDC ADA VANS BACKUP CAM STANDALONE		\$142,758	<p>Current Scope: ADA Paratransit Van Backup Cameras - Replace existing back up camera system for 360 ADA Vans for which the useful life of the cameras differs from the useful life of the vehicle. This project will utilize the existing "rear camera" and only purchase and install the "viewing screen" on existing Access ADA Paratransit fleet. As fleet is replaced, new fleet will have back up cameras installed and procured as part of the vehicle.</p> <p>Budget Request Basis: This budget request supports installation of back up camera systems as needed.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Transit, Fund: 3642 PUBLIC TRANS REVENUE FLEET CAPITAL, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3642 PUBLIC TRANS REVENUE FLEET CAPITAL - Transit				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1134228	TDC NON FIXED RT PR MGMT PROGRAMMATIC		\$214,798	<p>Current Scope: Non-Fixed Route Program Management - This programmatic project supports the Non-Fixed Route Fleet Sub Portfolio capital planning efforts. Program management activities include ensuring adequate coordination with Vehicle Maintenance, Fleet Purchasing and Fixed Asset program and other groups internal to Metro to meet their needs. Program management activities also include: prioritization of purchases within programs; feasibility studies; exploration of funding and partnership opportunities; consideration of benefits of the various projects within the programs; monitoring projects for progress and changes in scope, schedule, and budget and adapting other projects within the programs to maintain the program benefits anticipated; and tracking interdependencies and coordinating with projects in other programs.</p> <p>Budget Request Basis: Based on staffing in the capital planning and program management organization chart responsible for the Planning and Portfolio Coordination duties within the Non-Fixed Route Vehicle Sub Portfolio. Modest amount of professional services are estimated to augment staff expertise.</p>
1134670	TDC EMERG NEED CONT FUND 3642 ADMIN		\$20,000,000	<p>Current Scope: Emergent Need Contingency - This project provides a mechanism for allocating additional appropriations to existing capital projects within the same fund in the event of unforeseen circumstances which cause existing appropriations on a project to be insufficient. This project requests emergent need contingency budget for Transit revenue fleet capital fund 3642. If needed, the appropriation authority in this project would be transferred to other projects within the capital fund.</p> <p>Budget Request Basis: The budget request represents the maximum amount allowed per King County Code. The maximum amount is requested based on the size of Transit's capital program.</p>
3642 - PUBLIC TRANS REVENUE FLEET CAPITAL		Total	\$179,179,578	
Grand Total			\$179,179,578	

**2019-2020 Proposed Financial Plan
Transit Fleet Capital Fund/ 000003642**

Capital Improvement Program (CIP) Budget						
		2017-2018 Carryforward (YE ITD Balance)	2019-2020 Proposed	2019-2020 Total (Balance + Budget)	2021-2022 Projected	2023-2024 Projected
Capital Budget Revenue Sources						
Revenue Backing from Fund Balance and Future Revenues		153,457,014		182,174,517		
Carryforward Revenue - Future Revenues		28,717,503				
Sales Tax			72,881,470	72,881,470	96,875,087	73,272,683
Interest Income			5,969,771	5,969,771	3,015,964	6,205,460
Capital Grants			88,451,412	88,451,412	111,255,252	73,034,664
Miscellaneous			11,876,925	11,876,925	13,996,412	15,871,205
Total Capital Revenue		\$ 182,174,517	\$ 179,179,578	\$ 361,354,095	\$ 225,142,716	\$ 168,384,012
Capital Appropriation						
40 FOOT HYBRID BUSES		107,408,489	(46,427,846)	60,980,643	2,021,611	74,766,971
60 FOOT HYBRID BUSES		53,278,225	42,095,807	95,374,032	106,702,508	54,617,505
60 FOOT TROLLEY BUSES		20,013,587	10,553,685	30,567,272	-	-
FULLY ELECTRIC BUSES		0	119,638,805	119,638,805	79,708,822	-
VANPOOL, ADA, CAT VEHICLES		1,474,215	33,319,127	34,793,342	36,709,775	38,999,536
FUND CONTINGENCY			20,000,000	20,000,000	-	-
Total Capital Appropriation		\$ 182,174,517	\$ 179,179,578	\$ 361,354,095	\$ 225,142,716	\$ 168,384,012

CIP Fund Financial Position						
	2017-2018 Biennial to Date Actuals	2017-2018 Estimated	2019-2020 Biennial to Date Actuals	2019-2020 Estimated	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	-	-		226,066,521	25,112,057	75,444,972
Capital Funding Sources						
Sales Tax	75,881,450	117,907,942		147,060,715	143,298,045	125,708,678
<i>Fleet Replacement</i>	43,826,987	68,100,304		80,214,936	82,741,118	84,358,100
<i>New Fleet</i>	32,054,463	49,807,638		66,845,780	60,556,927	41,350,578
Interest Income	5,233,422	7,161,200		5,969,771	3,015,964	6,205,460
Capital Grants	44,847,299	109,763,638		88,451,412	111,255,252	73,034,664
Miscellaneous	9,490,375	11,637,488		11,876,925	13,996,412	15,871,205
Total Capital Revenue	\$ 135,452,546	\$ 246,470,269	\$ -	\$ 253,358,823	\$ 271,565,674	\$ 220,820,007
Capital Expenditures						
40 FOOT HYBRID BUSES	(41,040,540)	(102,565,750)		(60,980,644)	(952,126)	(90,313,461)
60 FOOT HYBRID BUSES	(217,935,943)	(242,616,640)		(95,884,600)	(104,089,600)	(71,989,179)
60 FOOT TROLLEY BUSES	(274,473)	(1,468,008)		(30,835,280)	-	-
FULLY ELECTRIC BUSES	(8,352,273)	(10,787,563)		(118,034,220)	(79,708,822)	-
VANPOOL, ADA, CAT VEHICLES	(13,779,730)	(26,005,846)		(34,578,544)	(36,482,211)	(38,757,780)
FUND CONTINGENCY						
Total Capital Expenditures	\$ (281,382,959)	\$ (383,443,806)	\$ -	\$ (340,313,287)	\$ (221,232,759)	\$ (201,060,421)
Estimated Underexpenditure		-		\$ -	\$ -	\$ 7,750,000
Other Fund Transactions						
Miscellaneous Fund Balance Adj.	(852,085)	(852,085)				
One-Time Transfer from Operating for Reappropriation	225,000,000	225,000,000				
Transfer from Legacy Revenue Fleet Replacement Fund	138,892,144	138,892,144				
Transfer to Operating Fund				(114,000,000)		
Ending Fund Balance	\$ 217,109,646	\$ 226,066,521	\$ -	\$ 25,112,057	\$ 75,444,972	\$ 102,954,559
Fund Balance Designated to Current Projects *	\$ (144,000,000)	\$ (150,000,000)	\$ -	\$ (20,000,000)	\$ (25,000,000)	\$ -
Reserves						
Revenue Fleet Replacement Reserve	(72,609,508)	(72,609,508)		(3,991,308)	(50,297,206)	(102,557,571)
Total Reserves	\$ (72,609,508)	\$ (72,609,508)	\$ -	\$ (3,991,308)	\$ (50,297,206)	\$ (102,557,571)
Projected Shortfall	-	-	-	-	-	-
Ending Undesignated Fund Balance	\$ 500,138	\$ 3,457,014	\$ -	\$ 1,120,749	\$ 147,767	\$ 396,988

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.

2017-2018 Estimated reflects the best estimate for the biennium.

2019-2020 Proposed Budget ties to Hyperion and matches 2019-2020 Estimated until 2019 actuals are available.

Outyear revenue and expenditure inflation assumptions are consistent with figures provided by PSB and/or OEFA.

2019-2020 Proposed Budget is consistent with expenditure and revenue data from PBCS.

Outyear projections assume revenue and expenditure growth consistent with anticipated service levels and reflect the most recent estimates.

Projections include inputs from August 2018 OEFA forecast.

Other fund transactions include accounting adjustments to balance to budgetary fund balance, debt proceeds, and transfers between funds.

Reserve levels reflects those adopted in the Fund Management Policies for Public Transportation.

* Fund balance designated to current projects is for projects that are already appropriated. This fund balance cannot be used for other projects without disappropriating projects or creating a shortfall in the fund.

Updated 9/8/18 by Geoff Kaiser

MARINE DIVISION

Mission

To provide safe, reliable, efficient, environmentally sound, customer friendly, and fiscally responsible passenger-only ferry services to the public and establish waterborne transportation as a viable alternative mode of transportation in support of regional mobility and a high quality of life in King County.

Overview

The Marine Division provides passenger-only ferry service from downtown Seattle to Vashon Island and West Seattle. The Division currently owns and operates three vessels to serve its two routes. The Vashon Island/downtown Seattle route provides year-round passenger-only ferry services during weekday commute periods. The West Seattle/downtown Seattle route provides similar weekday commuter ferry service during the winter months, and adds daily passenger-only ferry service for 11 to 16 hours a day between April and October.

The Marine Division capital program's mission is to design and construct vessels and related facility infrastructure to ensure safe, secure, and seamless access to and use of passenger-only ferry services. There are three categories of projects and assets in its capital program: Vessels (procurement and preservation of the vessel fleet), Terminal Facilities (construction or improvements of land-based terminals, floats, and docks) and Moorage/Maintenance Facilities (maintenance barge, pilings, gangways, and any upland improvements in support of maintenance facilities).

Challenges, Opportunities, and Strategic Issues

Several challenges and opportunities have been identified for Marine operations, including the marine regulatory environment, the reorganization into Metro Transit, impact of the Alaskan Way Viaduct closure on West Seattle service, and the role of waterborne transportation in regional transportation.

Operational & Regulatory Environment

The Marine Division anticipates continued efforts to provide the highest level of safety to the traveling public while delivering a financially sustainable service through passenger fares, property taxes, and federal grants. The Marine Division also operates within the heavily regulated marine environment, and

is subject to a comprehensive policy framework that includes federal, state, county, city, and tribal laws and regulations.

Reorganization into Metro Transit Department

In 2019, the Marine Division will become a division within the new Metro Transit Department that is being established to better meet the growing public transportation and mobility needs of the region. This provides the Marine Division with the opportunity to work more closely with Metro ensuring alignment in goals and objectives to meet the transportation needs of King County and the region.

Demand for West Seattle Service

Demand for water taxi service to/from West Seattle is expected to be impacted by the demolition of the Alaskan Way Viaduct in 2019. The recently completed State Route 99 deep bore tunnel that replaces the viaduct will provide a bypass of downtown Seattle but will reduce options for entering downtown from West Seattle via the West Seattle Bridge and State Route 99.

Regional Transportation

The role of waterborne transportation in the growing Puget Sound region presents a challenge and opportunity for the Marine Division. Kitsap Transit is expected to continue expanding its fast ferry service, with Kingston and Southworth routes opening along with continuing Bremerton service. Meanwhile, discussions continue regarding potential service on Lake Washington. Passenger ferry services linking to Pierce, Thurston, and Snohomish counties being discussed would provide new travel options to commuters and boost economic development throughout the region.

2019-2020 Priorities

The first ten years of Water Taxi operations resulted in the doubling of ridership, the implementation of new, higher capacity vessels, and improved terminal and maintenance infrastructure. The Marine Division is now poised to provide expertise through partnership and begin to build a robust passenger ferry network for the region.

The transition into the Department of Metro Transit also offers the opportunity to refresh the division's strategic plan and vision for passenger ferry service. Working collaboratively with the new department, the strategic plan will inform ways to improve operational efficiency and help define the role passenger ferry services will play in addressing the region's mobility challenges.

With significant investments in facility infrastructure well underway, the next biennium brings opportunities to transition into a new department, build partnerships, and implement mobility enhancements to existing services. Metro Transit's four-part strategy frames the Marine Division's efforts in 2019-2020 to deliver more and better mobility solutions:

Make Transit Easy to Use, Available to All: Marine Division intends to plan, develop, and implement access improvements to the West Seattle terminal at Seacrest Park, including a comprehensive mobility hub and increased parking options.

Get Things Built: Marine Division will complete implementation of a new passenger ferry terminal and vessel moorage float at Pier 50 in Downtown Seattle. Planning and design for a West Seattle terminal replacement will begin.

Enable Employees to do Top Quality Work: Marine Division will increase ability to provide relief staffing, including coverage for an improved training program. Marine intends to better support operations staff through added leadership and to improve security and access for

employees and passengers. The incorporation into Metro Transit will also allow for operational efficiencies and partnering within the department to improve organizational and employee effectiveness.

Partner with Others: The Marine Division will continue to partner and develop agreements with Kitsap Transit for their use of the Pier 50 terminal and to potentially operate and maintain Kitsap's fast ferry service. Marine also intends to support the development of a funding and governance strategy for a regional passenger ferry network which may seek legislative support. The division will continue to monitor and support potential public / private partnerships for future Lake Washington ferry services.

The Marine Division's 2019-2020 budget and business plan focuses on improving vessel operations, implementing major infrastructure improvements, strengthening communications with employees along with training and process improvements, as well as developing partnerships to continue to build passenger ferry service in the region. It identifies resources needed to be successful and to recognize opportunities to be gained from transitioning into the Metro Transit Department. A robust regional passenger ferry network is still in the early stages of development as a transportation mode. Ferry service growth is dependent on the division's continued emphasis on how it does business and identification of ways to improve service efficiency and cost effectiveness.

**2019-2020 Executive Proposed Operating Budget
MARINE DIVISION (EN_A46250)**

Operating Budget Summary	Expenditures	Revenues	Reg FTE	TLT
2017-2018 Revised Budget	18,162,739	17,990,715	17.5	0.0
Base Budget Adjustments	2,939,347	208,171	0.5	0.0
Decision Package Adjustments	(1,647,770)	2,287,331	2.5	0.0
2019-2020 Executive Proposed Budget	19,454,316	20,486,217	20.5	0.0
2019-2020 Executive Proposed Ordinance	19,455,000	20,487,000	29.1	0.0

Notes

1. The 2017-2018 Revised Budget equals the 2017-2018 Adopted Biennial Budget plus all Adopted Supplementals as of the publication of this document.
2. Adjust base budget to remove one-time changes, annualize supplemental changes, and increase personnel budgets to 2019-2020 rates. Personnel budgets reflect projected 2019-2020 salary and benefit rates, current position classifications, and step/merit increases.
3. The Executive Proposed Budget is the sum of the Revised Budget, Base Budget Adjustments, and Decision Package Adjustments. All FTEs / TLTs are rounded to the nearest 1/10th of a position and in some cases, rounded numbers may not add up to the FTE/TLT totals in Executive Proposed. In the Executive Proposed Ordinance, expenditure and revenue totals are rounded up to the nearest 1,000 and FTEs and TLTs are rounded up to the maximum monthly FTEs / TLTs in the Biennium.

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
---	---------------------	-----------------	----------------	------------

Direct Service Changes

(DS_001) Float Pool Relief Staffing Improve relief staffing model by hiring career service deckhands into flexible work schedules to fill open shifts in place of short term temporary employees. This has been piloted in 2018 to develop working procedures that have been agreed to between management and the collective bargaining units.	505,164	0	2.0	0.0
(DS_002) Customer Service Organizational Efficiency Reimburse the Mobility Division in Transit for communications, marketing and customer service activities. These functions are all provided within the Mobility Division and this enables those functions for the Water Taxi to be folded into Transit as an operational efficiency.	152,629	0	0.0	0.0
(DS_003) Pier 50 Operating Maintenance Costs Provide budget for operating and maintaining a new county owned passenger ferry terminal at Pier 50. Includes security and maintenance contracts within Transit, tidelands lease and maintenance agreement with Washington State Ferries for shared space and equipment, added system maintenance contracts, supplies, utilities, furnishings and staffing during operating hours. Revenue reflects anticipated service levels for Kitsap Transit routes to/from Bremerton, Kingston and Southworth.	377,846	160,000	0.5	0.0

**2019-2020 Executive Proposed Operating Budget
MARINE DIVISION (EN_A46250)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(DS_004) West Seattle Mobility Enhancements Provide enhanced access to passenger ferry service in West Seattle. Add budget to pay for leased parking to serve as a pilot mobility hub with added shuttles to transport passengers to and from Seacrest Park, providing more connectivity for West Seattle ridership following the closure of the Alaskan Way Viaduct.	1,050,820	0	0.0	0.0
(DS_005) Passenger Fare Increase 2020 Implement a fare increase for all routes effective March 1, 2020 in amount of \$0.50 per rider on the Regular Adult Fare (pre-paid media, ORCA base fare and ORCA e-purse). This is consistent with King County's procedure of implementing a fare increase every two years.	0	239,993	0.0	0.0
(DS_006) Vessel Operations Supervisor Add a vessel operations supervisor position to support added responsibilities in day to day vessel operations. This will enhance performance and accountability of vessel operations by adequately providing staff oversight, resource management for crews, and maintaining all regulatory requirements for vessels.	343,005	0	1.0	0.0
(DS_020) Mobility Division Customer Service Centralization Transfer a customer service supervisor position into Metro Transit's existing customer service office. This position will continue to provide customer service, communications, and marketing functions for the Water Taxi.	(304,725)	0	(1.0)	0.0
(DS_120) Central Climate Change Costs Update Adjust the share of the central climate-related costs for 2019-2020; these costs include investments to advance the Strategic Climate Action Plan (SCAP), membership fees in climate related organizations, consulting fees, an update to the 2020 SCAP, as well as central staff to help agencies across the County with climate related activities. The allocation methodology is based on greenhouse gas emissions.	(4,860)	0	0.0	0.0
Administrative Service Changes				
(AC_002) Maintenance Systems Enhancements Expand the use of the M5 electronic maintenance management system to include labor collection, job costing, and asset management. These expansions will improve existing functionality resulting in improved compliance with Federal Transit Administration (FTA) regulations.	147,628	0	0.0	0.0
(AC_083) Department of Local Services Cost Allocation Fund the Department of Local Services (DLS) Director's Office based on the agency's operating expenditures in unincorporated King County.	7,645	0	0.0	0.0

Technical Adjustments

**2019-2020 Executive Proposed Operating Budget
MARINE DIVISION (EN_A46250)**

Decision Package Adjustment Detail	Expenditures	Revenues	Reg FTE	TLT
(TA_001) Transfer to Construction Fund Remove the budgeted transfer to Marine Construction Fund. The Construction Fund does not require an operating transfer to support the 2019-2020 Proposed Capital Budget.	(5,580,000)	0	0.0	0.0
(TA_002) Management & Support Technical Adjustment Adjust supply, service and intragovernmental accounts within the Management Support sections.	(256,918)	0	0.0	0.0
(TA_003) Vessel Maintenance Technical Adjustments Adjust supply, service and intragovernmental accounts in support of vessel operations & maintenance.	277,647	0	0.0	0.0
(TA_004) Vashon Vessel Staffing Technical Adjustments Adjust wages and benefit accounts in support of the Vashon route direct service staff.	(42,532)	0	0.0	0.0
(TA_005) West Seattle Vessel Staffing Technical Adjustments Adjust wages and benefit accounts in support of the West Seattle route direct service staff.	42,532	0	0.0	0.0
(TA_006) Shoreside Operations Technical Adjustments Adjust supply, service and intragovernmental accounts in support of shoreside operations & customer service.	78,139	0	0.0	0.0
(TA_050) Revenue Technical Adjustments Revise budgeted revenues to match current forecast. Provide technical adjustments to the passenger fare and federal grant revenues.	0	1,887,338	0.0	0.0
Central Rate Adjustments	1,558,210	0	0.0	0.0
Total Decision Package Adjustments	(1,647,770)	2,287,331	2.5	0.0

**2019-2020 Proposed Financial Plan
Marine Division Operating Fund / 000004591**

Category	2017-2018 Estimated	2019-2020 Proposed	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	3,830,482	4,886,907	5,918,808	7,585,791
Revenues				
Taxes	11,452,842	12,250,444	12,838,589	13,415,530
Federal/State Grants	1,449,899	1,568,306	2,070,996	1,800,000
Passenger Fares/Cash Fares	1,646,738	1,960,197	2,228,234	2,367,147
ORCA Fares	3,816,387	4,547,270	4,997,941	5,431,687
Miscellaneous Revenue	267,009	160,000	177,294	187,359
Total Revenues	18,632,875	20,486,217	22,313,054	23,201,723
Expenditures				
Management & Support	(4,096,378)	(4,316,891)	(4,562,954)	(4,813,916)
Shoreside Operations	(2,373,363)	(3,834,644)	(4,053,219)	(4,276,146)
Vessel Operations & Maintenance	(8,316,709)	(10,239,185)	(10,822,819)	(11,418,074)
Debt Service		(1,063,596)	(1,207,080)	(2,343,918)
Transfer to Construction Fund	(2,790,000)			-
Total Expenditures	(17,576,450)	(19,454,316)	(20,646,071)	(22,852,054)
Estimated Underexpenditures				
Other Fund Transactions				
Total Other Fund Transactions	-	-	-	-
Ending Fund Balance	4,886,907	5,918,808	7,585,791	7,935,460
Reserves				
Expenditure Reserve (s)				
Rainy Day Reserve (45 days)	(1,080,952)	(1,196,440)	(1,269,733)	(1,405,401)
Total Reserves	(1,080,952)	(1,196,440)	(1,269,733)	(1,405,401)
Reserve Shortfall	-	-	-	-
Ending Undesignated Fund Balance	3,805,955	4,722,367	6,316,058	6,530,059

Financial Plan Notes

All financial plans have the following assumptions, unless otherwise noted in below rows.

2017-2018 Estimated reflects the best estimate for the biennium.

2019-2020 Proposed Budget ties to Hyperion and matches 2019-2020 Estimated until 2019 actuals are available.

Outyear revenue and expenditure inflation assumptions are consistent with figures provided by PSB and/or OEFA.

Revenues Notes: The outyear passenger fares are based on projection of 3% ridership growth and fare increase every two years; federal grants are based on 2021-2022 projected earned share from PSRC.

Expenditure Notes: Outyear based on Biennial Growth Assumptions Seattle Inflation (CPI-U).

Reserve Notes: The division uses a 45 day rainy day reserve

This plan was updated by T.J. Stutman on August 28, 2018.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Marine Division, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3591 KC MARINE CONST - Marine Division				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1111713	MD VESSEL PRESERVATION STANDALONE		\$0	<p>Current Scope: Vessel Preservation - The Vessel Preservation project is part of the CIP six year plan to provide major vessel maintenance to extend the useful life of the vessel assets. Budget appropriation will be requested in the 2023-24 budget cycle.</p> <p>Budget Request Basis: The outyear budget impact is based upon repair estimates for extending the useful life of the County's vessels.</p>
1111720	MD MARINE GENERAL CAPITAL ADMIN		\$3,777	<p>Current Scope: Council Auditor Capital Project Oversight</p> <p>Budget Request Basis: The Capital Project Oversight budget is estimated based on the proportionate share of the County Auditor budget.</p>
1111725	MD VESSEL ACQUISITION STANDALONE	✓	(\$86,858)	<p>Current Scope: Vessel Acquisition - Completed. This project funded the planning, development, design and construction of two (2) passenger-only ferries to service existing King County Water Taxi passenger-only ferry routes.</p> <p>Budget Request Basis: Disappropriation of remaining balance.</p>
1111731	MD VASHON TERMINAL IMPROVEMTS STANDALONE	✓	(\$7,085)	<p>Current Scope: Vashon Terminal Improvements - Completed. This project funded various terminal improvements to the Vashon Island Terminal for the King County Water Taxi. It included the purchase and installation of fare equipment, preliminary design and evaluation of potential terminal improvements to passenger loading and staging areas, provisions of weather protection, technology improvements to signage and installation of additional security equipment.</p> <p>Budget Request Basis: Disappropriation of remaining balance.</p>
1111735	MD MARINE VESSEL LEASES STANDALONE	✓	(\$42,309)	<p>Current Scope: Marine Vessel Leases - Completed. This project provided for leasing vessels on an interim basis for the Vashon Island/Downtown Seattle (Vashon) and West Seattle/Downtown Seattle (West Seattle) routes until such time as vessels suitable for purchase are identified or vessels are delivered from a new construction program.</p> <p>Budget Request Basis: Disappropriation of remaining balance.</p>
1129118	MD Grant Contingency ADMIN		\$4,000,000	<p>Current Scope: Grant Contingency - As allowed by Title 4A of the King County Code, this project has been established to provide capital appropriation in anticipation of a new or existing Marine capital project that has received funds from a grant donor or other external funding source or from a combination of external funds and county matching funds. (Ord. 17929 § 59, 2014)</p> <p>Budget Request Basis: This project is requesting 2019-20 Capital appropriation in anticipated receipt of external funding for new or existing projects. The budget requested will provide sufficient contingency to allow the agency to apply for and receive grants between budget cycles.</p>

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Marine Division, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3591 KC MARINE CONST - Marine Division				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1129120	MD Spirit Engine Replacement STANDALONE	✓	(\$65,435)	Current Scope: Spirit Engine Replacement - Completed. This project replaced four (4) main propulsion engines on the King County POF vessel, Spirit of Kingston with EPA Tier 3 engines. Budget Request Basis: Disappropriation of remaining balance.
1129121	MD W Sea Terminal Replacement STANDALONE		\$1,500,000	Current Scope: West Seattle Terminal Replacement - This project will plan, permit, design and construct a new West Seattle Passenger Only Ferry (POF) Terminal. The existing West Seattle Terminal location at Seacrest Dock is leased from the City of Seattle on a short term basis. Budget Request Basis: The Marine Division has recently been awarded the 2017-18 Federal Transportation Administration (FTA) Passenger Ferry Grant in the amount of \$1.2M to begin preliminary engineering, design and environmental review for the West Seattle POF. Outyear budget impacts are estimated based upon infrastructure projects of similar size, and will be revised with engineering estimates when appropriation is ultimately requested.
1129123	MD W Seattle Dock Preservation STANDALONE		\$300,000	Current Scope: West Seattle Dock Preservation - Design, build and install improved float for shoreside gangway landing at the Seacrest Dock. This will include the removal and re-installation of two piles. Budget Request Basis: Inquiries were made to the float manufacturer, installers, and environmental consultants to gain insight into approximate costs.

CAP Summary by Fund

Budget: 2019-2020 Biennial, Scenario: Executive Proposed, Agency: Marine Division, Fund: All, Cap Status: Approved, Is IT Proj? Both Yes and No

2019-2020 Biennial - Executive Proposed

3591 KC MARINE CONST - Marine Division				
Project Number	Project Name Class Code	Tech Adj	FY19-20	Narratives
1133740	MD W Sea Mobility Transit Hub STANDALONE		\$750,000	<p>Current Scope: West Seattle Mobility Transit Hub – This project will plan, site, permit, design and construct a mobility hub facility that could accommodate vehicle parking and transit bus/shuttles, bike and pedestrian access for transit connections to Water Taxi service operating at Seacrest Dock. This project is complementary to and independent of the proposed West Seattle Terminal Replacement project.</p> <p>Budget Request Basis: This proposal requests funding for the planning, preliminary engineering and environmental review during the 2019-20 budget cycle for a West Seattle Mobility Transit Hub.</p> <p>Metro Transit and its Marine Division are broadening the site evaluation to include Metro service planning with long range planning guidance from METRO CONNECTS to ensure the concept of the mobility hub aligns with the future transportation vision. This will involve collaboration with the City of Seattle and other agency partners to develop a more holistic approach to West Seattle transportation service and placement of a mobility hub and terminal.</p> <p>Initializing this project in the 2019-2020 biennium will provide the capital investment planning needed to support the development of mobility infrastructure in West Seattle, regardless of the final project site.</p> <p>A project engineer’s cost estimate was completed in April 2018. Total project costs are estimated at \$11M, with the construction costs at \$7.9M and the soft costs for project management, design, environmental review and permits at \$3.1M. This cost estimate will be reevaluated once site has been finalized.</p>
3591 - KC MARINE CONST		Total	\$6,352,090	
Grand Total			\$6,352,090	

**Financial Plan 2019-20 Proposed Budget
KC Marine Construction /00003591**

Capital Improvement Program (CIP) Budget					
	2017-2018 Carryforward (YE ITD Balance)	2019-2020 Proposed	2019-2020 Total (Balance + Budget)	2021-2022 Projected	2023-2024 Projected
Capital Budget Revenue Sources:					
Revenue Backing from Fund Balance	1,562,987	1,352,090	2,915,077	18,058	776,296
R3310 - Federal Grants-Direct	6,358,126	5,000,000	11,358,126	3,931,942	2,623,704
R33XX - Federal Grants-Indirect					
R3600 - Miscellaneous Revenue					
Revenue - Funding Partners	-	-	-	-	-
Interfund Borrowing/Bond Service	3,000,000		3,000,000	5,800,000	8,600,000
Transfer from Operating to Capital	-	-	-	-	-
Total Capital Revenue	\$ 10,921,113	\$ 6,352,090	\$ 17,273,203	\$ 9,750,000	\$ 12,000,000
Capital Appropriation:					
Seattle Ferry Terminal	(7,722,939)	-	(7,722,939)	-	-
Float Replacement	(547,617)	-	(547,617)	-	-
Spirit Engine Replacement	(65,435)	65,435	-	-	-
West Seattle Dock Preservation		(300,000)	(300,000)	-	-
West Seattle Mobility Transit Hub		(750,000)	(750,000)	(7,250,000)	(3,000,000)
West Seattle Terminal Replacement		(1,500,000)	(1,500,000)	(2,500,000)	(6,000,000)
Grant Contingency	(1,000,000)	(4,000,000)	(5,000,000)	-	-
Emergent Need Contingency	(1,250,000)		(1,250,000)	-	-
Other Vessel Projects	(129,167)	129,167	-	-	(3,000,000)
Other Terminal & Facility Projects	(205,955)	7,085	(198,870)	-	-
CPO Oversight		(3,777)	(3,777)	-	-
Total Capital Appropriation	\$ (10,921,113)	\$ (6,352,090)	\$ (17,273,203)	\$ (9,750,000)	\$ (12,000,000)

CIP Fund Financial Position						
	2017-2018 Biennial to Date Actuals	2017-2018 Estimated	2019-2020 Biennial to Date Actuals	2019-2020 Estimated	2021-2022 Projected	2023-2024 Projected
Beginning Fund Balance	1,360,649	1,360,649		486,571	701,494	683,436
Capital Funding Sources						
R3310 - Federal Grants - Direct	4,503,757	26,440,988	-	8,158,126	3,931,942	2,623,704
R33XX - Federal Grants-Indirect						
R3600 - Miscellaneous Revenue	13,622					
Revenue - Funding Partners	-	-	-	-	-	-
Interfund Borrowing/Bond Service		4,000,000	-	3,000,000	5,800,000	8,600,000
Transfer from Operating to Capital (tax levy)	2,790,000	2,790,000	-	-	-	300,000
Total Capital Revenue	\$ 7,307,379	\$ 33,230,988	\$ -	\$ 11,158,126	\$ 9,731,942	\$ 11,523,704
Capital Expenditures						
Seattle Ferry Terminal	(7,592,896)	(24,590,783)	-	(7,722,939)	-	-
Float Replacement	(1,640,763)	(8,735,280)	-	(547,617)	-	-
Spirit Engine Replacement	(560,714)	(560,714)	-	-	-	-
West Seattle Dock Preservation				(300,000)	-	-
West Seattle Mobility Transit Hub				(750,000)	(7,250,000)	(3,000,000)
West Seattle Terminal Replacement				(1,500,000)	(2,500,000)	(6,000,000)
Grant Contingency				-	-	-
Emergent Need Contingency				-	-	-
Other Vessel Projects	(4,816)	(4,816)	-	-	-	(3,000,000)
Other Terminal & Facility Projects	(133,473)	(213,473)	-	(122,647)	-	-
Total Capital Expenditures	\$ (9,932,662)	\$ (34,105,066)	\$ -	\$ (10,943,203)	\$ (9,750,000)	\$ (12,000,000)
Other Fund Transactions						
Ending Fund Balance	\$ (1,264,634)	\$ 486,571	\$ -	\$ 701,494	\$ 683,436	\$ 207,140
Fund Balance designated to current projects*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Reserves						
Total Reserves	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Projected Shortfall						
Ending Undesignated Fund Balance	\$ -	\$ 486,571	\$ -	\$ 701,494	\$ 683,436	\$ 207,140

Financial Plan Notes

CIP Budget Notes:

2017-2018 Carryover column reflects the best estimate of the inception to date budget balances at the end of the 2015-2016 biennium.
 2019-2020 Proposed Budget ties to Hyperion.
 2019-2020 Total Budget sums the carryover budget and the proposed budget.
 Outyear revenue and expenditure budget assumptions tie to the outyears of the Attachment A.

CIP Fund Financial Position:

2017-2018 Biennial to Date (BTD) expenditures and revenue reflect EBS totals for budgetary accounts as of 05/31/2018, using the GL033 report.
 2017-2018 Estimated reflects the best estimate for the biennium.
 2019-2020 Estimated column reflects the best estimate for the biennium based on actuals.
 Outyear revenue projections and expenditure estimates are based on the most recent projections and reflect current project plans.
 All reserves are indicated on the Operating Financial Plan, Marine Division has no capital fund reserves.

This plan was updated by T.J. Stutman on August 31, 2018