

# METRO CONNECTS

## DEVELOPMENT PROGRAM

Regional Transit Committee  
January 17, 2017

# Agenda

- **Recap & What We Heard**
- **Policy Update Process**
- **Partnerships – framework, objectives, high-level funding estimates, inventory results**
- **Next Steps**



# Recap – Fall 2017


- **Metro provided RTC:**
  - *Policy report, Matrix & Timeline*
  - *Regional Project Schedule (with added detail)*

**King County Metro Transit**  
**METRO CONNECTS Development Program Policy Report**  
*Identifying the near- and long-term policy needs to support METRO CONNECTS*

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October 19, 2017

Prepared for:  
 King County Council

Prepared by:  
  
**King County METRO**

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**METRO CONNECTS DEVELOPMENT PROGRAM**

**REGIONAL PROJECT SCHEDULE**

11/9/17

METRO CONNECTS delivers a new transit network to provide more frequent and reliable transit service, improving connections to current and future high-capacity transit options (Link light rail, RapidRide bus rapid transit, 4091 BRT).

The METRO CONNECTS Development Program (DCP) created the Regional Project Schedule. This schedule shows where, how much, and when Metro will invest in the service growth and capital investments that METRO CONNECTS enables. The schedule is dynamic – it will change depending on Metro's financial outlook, organizational capacity to deliver, and partnership with jurisdictions and others. It will be updated continually as our ability to deliver certain and projects becomes clearer.

The Regional Project Schedule identifies 19 project areas throughout King County. These are intended around proposed Metro RapidRide, bus and Sound Transit Link and BRT services in METRO CONNECTS.

METRO CONNECTS delivers a new transit network to provide more frequent and reliable transit service, improving connections to current and future high-capacity transit options (Link light rail, RapidRide bus rapid transit, 4091 BRT).

To develop the Regional Project Schedule, Metro took these steps:


**STEP A**  
 We compared today's service network with the METRO CONNECTS vision for 2025, and identified new service needs and routes to consider changing when areas of the transit system are reconstructed consistent with Metro's Service Guidelines.

**STEP B**  
 We defined 19 project areas in parts of King County where the 2025 METRO CONNECTS Service Network will be developed. Includes 13 new RapidRide lines.

**STEP C**  
 We sequenced 19 project areas using the following service principles:

1. Minimize Metro's operational equity and manage complexity. Consider Metro's ability to implement the elements of the Regional Project Schedule and effort.
2. Manage system performance. Investments in operational needs and budget constraints, such as construction mitigation and transit station access, and fleet investments to improve connectivity and service reliability (see Service Guidelines Principles 1 and 2) were scheduled for each horizon. There are no higher-priority service investments.
3. Deliver the METRO CONNECTS service network by integrating services with Sound Transit projects. Delivery timelines for Sound Transit Link and BRT expansion projects were assumed to be fixed dates. These delivery dates informed all service network investments associated with Link expansion, and those associated with BRT.
4. Deliver the METRO CONNECTS 2025 Service Network by sequencing partnerships and partner generation. New RapidRide lines are in the City of Seattle's RapidRide Expansion Plan and are supported by funding from the Metro Transit Key Other partnerships to support the Regional Project Schedule will need to be developed.
5. Deliver the remaining METRO CONNECTS 2025 service network by sequencing by services that supports productivity, social equity and geographic value throughout King County, implement the remaining parts of the METRO CONNECTS 2025 network, prioritizing RapidRide expansion.
  - Make additional construction and service investments to deliver the METRO CONNECTS 2025 network (including Service Guidelines Priority 3).

**FINAL RESULT: THE REGIONAL PROJECT SCHEDULE**



**King County METRO**

# What We've Heard

- ***Need for more clarity*** around process for and prioritization of:
  - partnerships
  - service and capital projects
- ***More detail*** on bienniums beyond 2019-20
- ***More information*** on funding



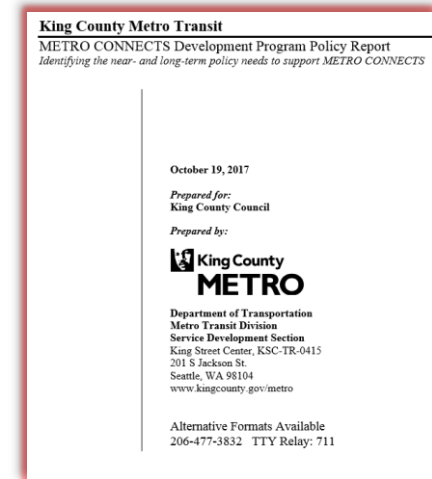
# What We Can Provide Today

- ***More clarity on:***
  - ***Overview of policy update process***
  - ***Results of a partnerships inventory***
- ***More detail*** on 2021-2026 projects
- ***High-level funding estimates,*** as outlined in METRO CONNECTS

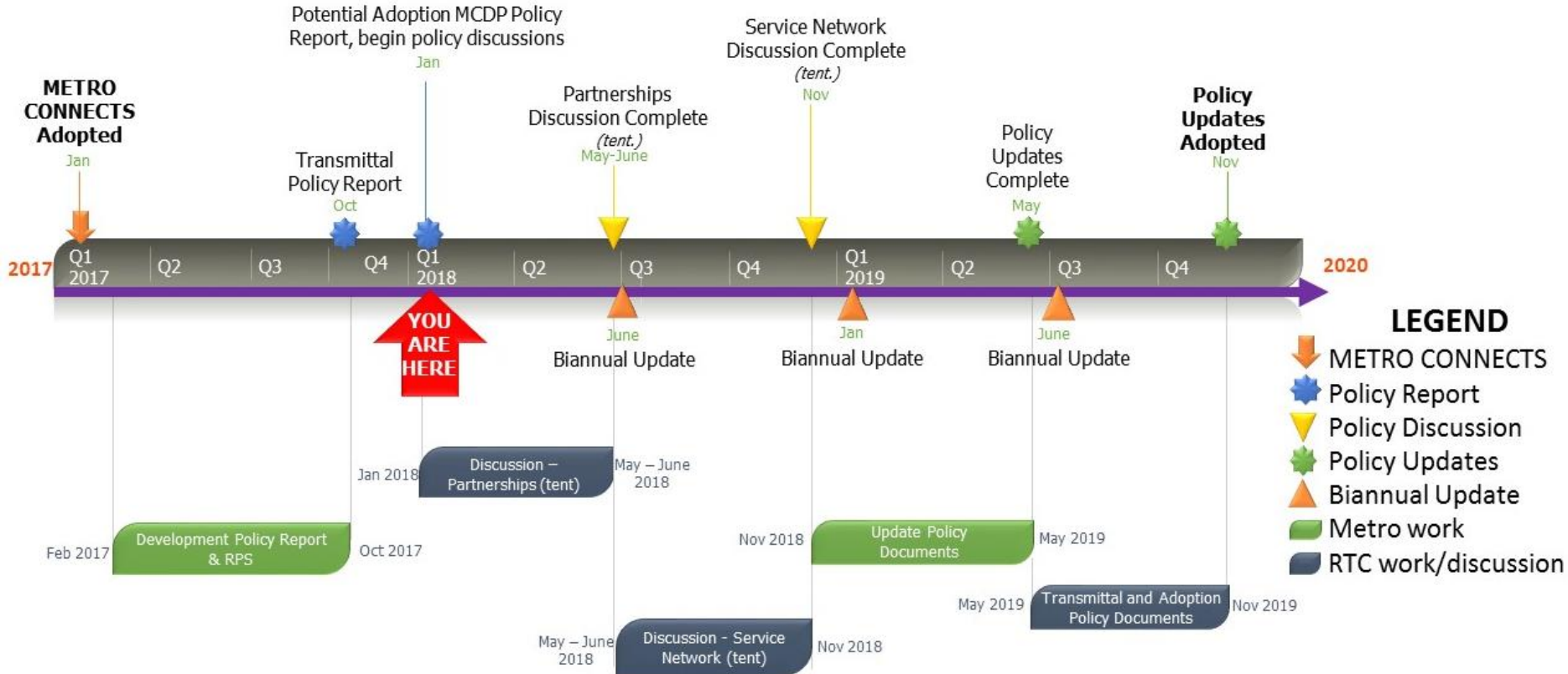


# Policy report overview

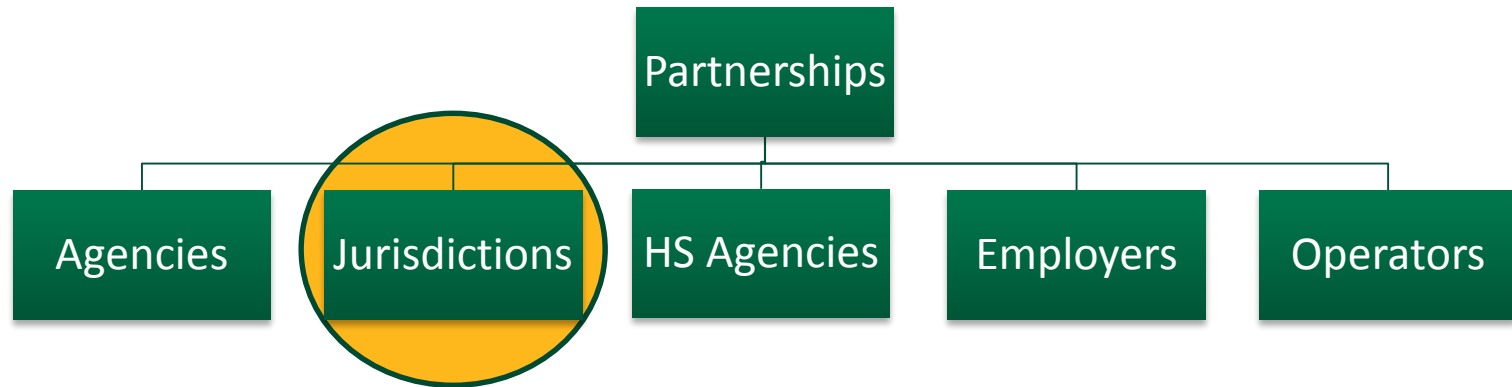
Main Questions	Policy Report Response
How do we implement METRO CONNECTS?	Distills current policy into five service principles and 2 capital priorities that guide the Regional Project Schedule to implement METRO CONNECTS
Do we have the policy we need to effectively implement METRO CONNECTS?	<p>Discusses 14 work areas in METRO CONNECTS and aligns with existing policy</p> <p>Identifies 2 main policy needs to effectively implement METRO CONNECTS:  <i>-Partnerships, Service Network</i></p>
How do we address those policy needs?	Identifies partnerships and service network as areas for policy updates and proposed schedule



# Next Steps



# Many Types of Partnerships





# Jurisdictional Partnerships - Framework

**Jurisdictional partnerships are needed to:**

- 1) Achieve Metro priorities and implement METRO CONNECTS
- 2) Leverage and integrate regional resources



# Jurisdictional Partnerships - Definition

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**Metro will partner with jurisdictions to build transit capital projects, make transit easier to use, improve our system's capacity, and address mobility needs of jurisdictions.**

**Jurisdictional partnerships require\*:**

- 1)** Commitment of resources (financial, in-kind, staff, right-of-way, or otherwise)
- 2)** Mutual accountability for achieving goal of partnership

*\*evolving definition*

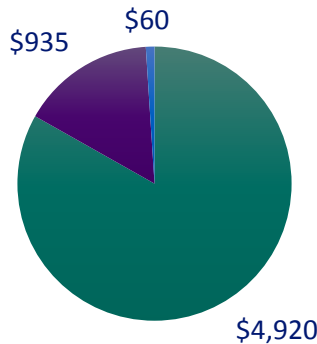
# Jurisdictional Partnerships - Objectives

- **Cities:**
  - understand what partnerships are needed and when
  - know how to work with Metro
- **Metro:**
  - works proactively with cities to leverage resources and timing of projects and service
  - retains regional approach to mobility, service planning and service provision
  - understands needs of local jurisdictions
- **METRO CONNECTS is implemented efficiently to communities to contain costs and stretch benefits**

# Funding Estimates – Partnerships

**METRO CONNECTS assumed \$3.14B (value, not cash) from partners for capital by 2040 (28% of \$11B need projections)**

**Partner Contributions for Capital Investments by Type of Investments (M)**



■ Speed and Reliability ■ Passenger Facilities ■ Critical Service Support

**Capital Projects - Assumed Contributions (Partner vs Metro)**



■ Metro Percentage ■ Partner Percentage

# Jurisdictional Partnerships – Inventory

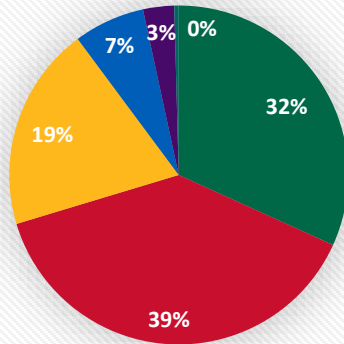
- **Approximately 236 partnerships are in place between 50 cities/unincorporated areas of King County and Metro (#, not \$ value)**
- Grouped the 50 jurisdictions using PSRC designations
  - Metropolitan (2 jurisdictions)
  - Core (9 jurisdictions)
  - Large (9 jurisdictions)
  - Small (19 jurisdictions)
  - Tribe (2 jurisdictions)
  - Unincorporated (9 jurisdictions)

# Types of Jurisdictional Partnerships

Type	Example
<b>Boardings &amp; Fares</b>	3 <sup>rd</sup> Ave Improvements (Seattle)
<b>Connecting to Transit</b>	Park-and-ride access improvements (Shoreline)
<b>Critical Service Supports</b>	Eastgate battery charging stations (Bellevue)
<b>Managing Demand</b>	In Motion marketing campaign (Kent)
<b>Passenger Facilities</b>	East Link station integration (Mercer Island)
<b>Service Network</b>	Snoqualmie Valley Shuttle (Snoqualmie Tribe)
<b>Speed &amp; Reliability</b>	Route 120 corridor improvements – H Line (Burien)

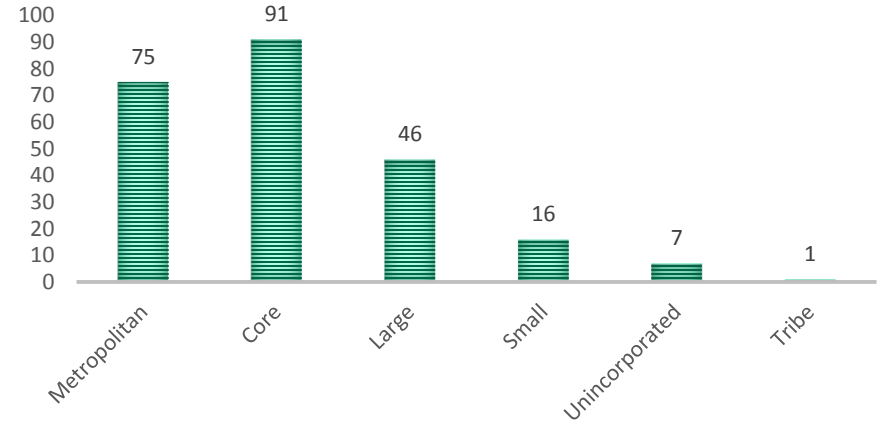
# Metro partners throughout King County...

### Partnerships by Type of Jurisdiction (%)



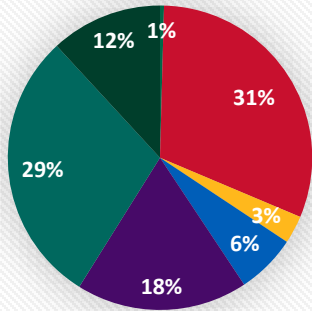
■ Metropolitan ■ Core ■ Large ■ Small ■ Unincorporated ■ Tribe

### PARTNERSHIPS BY TYPE OF JURISDICTION (#)



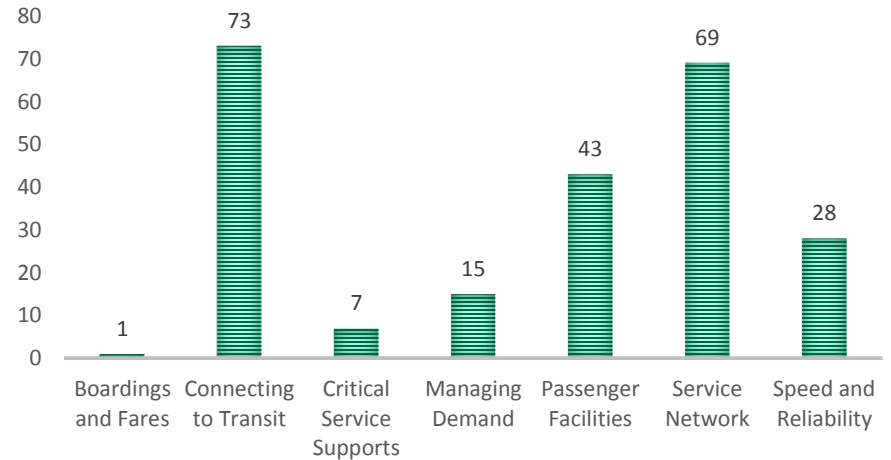
# On a wide variety of projects

Partnerships by Type of Partnerships (%)



- Boardings and Fares
- Connecting to Transit
- Critical Service Supports
- Managing Demand
- Passenger Facilities
- Service Network
- Speed and Reliability

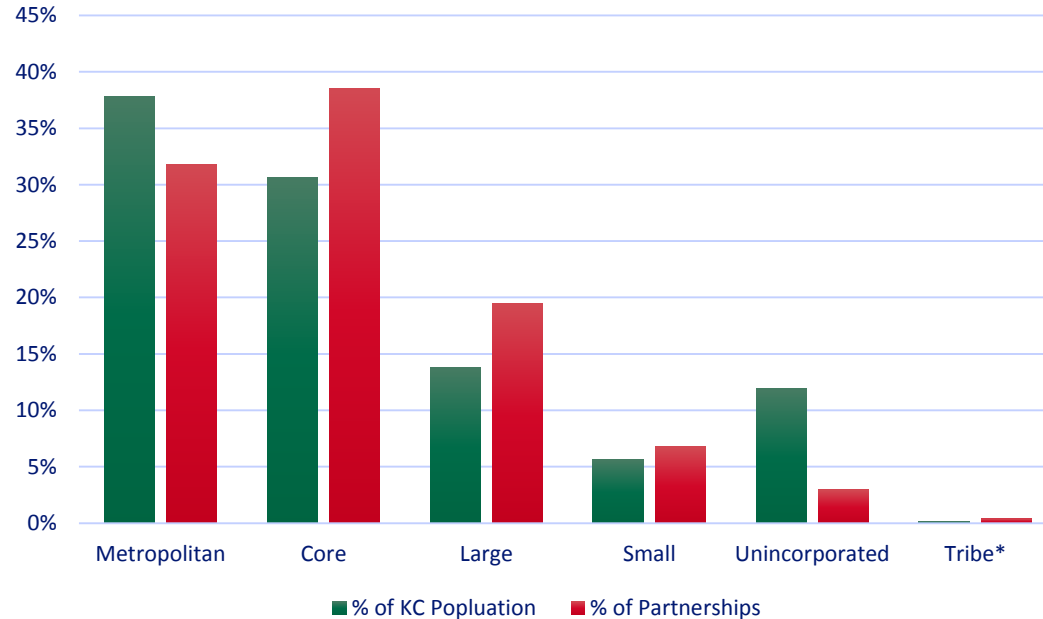
PARTNERSHIPS BY TYPE OF PARTNERSHIP (#S)





# Not only with the most populated cities

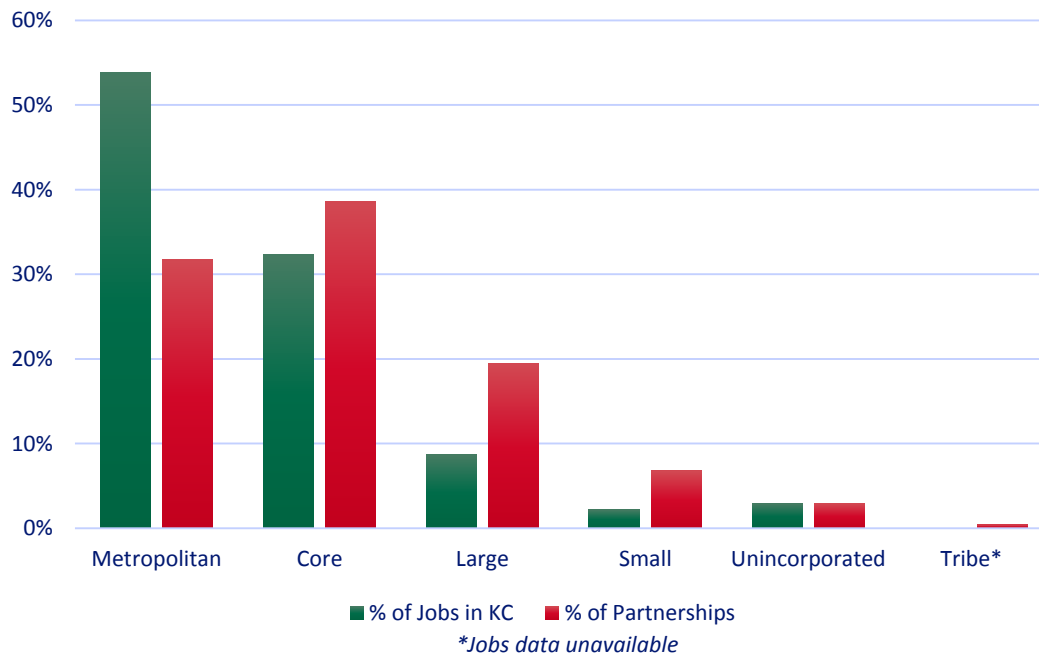
**Jurisdictional Partnerships vs. Population**



*\*Only includes population data for Muckleshoot Tribe (census data unavailable for Snoqualmie Tribe)*

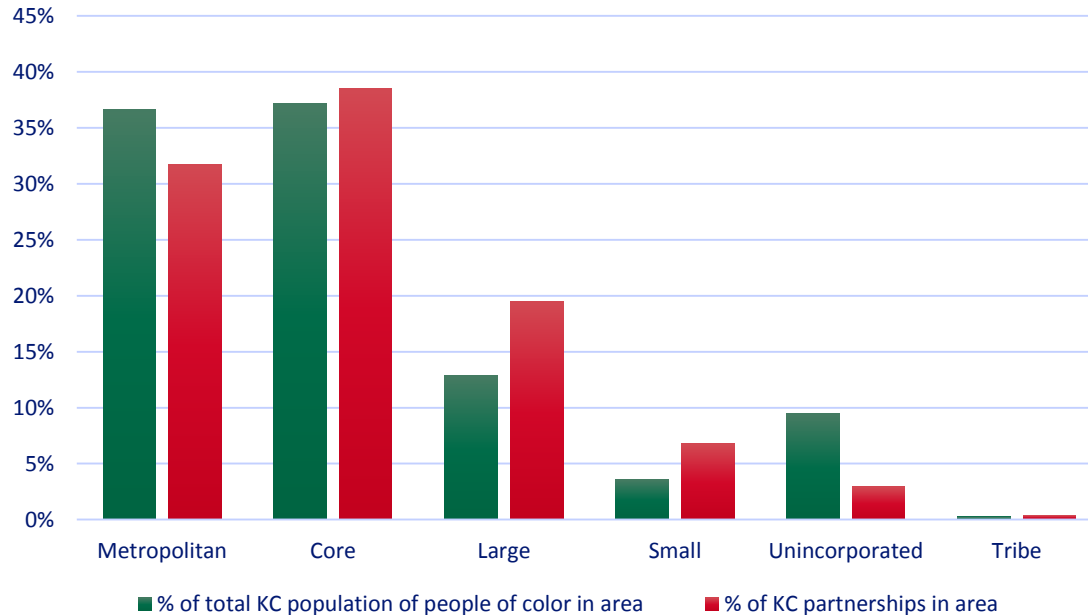
# Or areas with the highest percentage of jobs.

**Jurisdictional Partnerships vs Jobs**



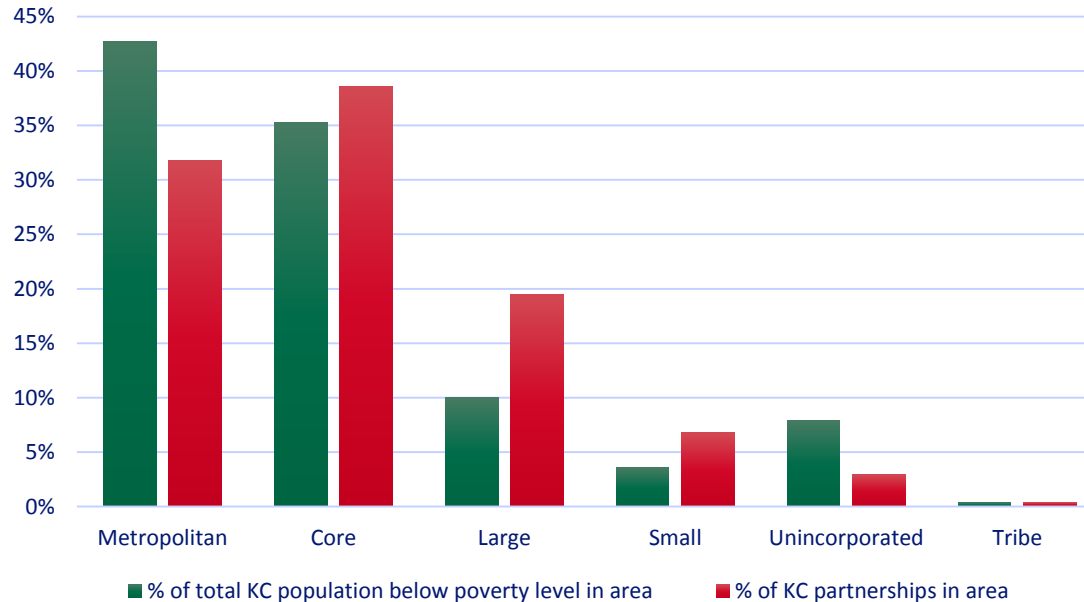
# We could do more to serve people of color

**Percentage of KC Partnerships vs. Percentage of Total KC Population of People of Color**



# And low-income communities.

**Percentage of KC Partnerships vs. Percentage of KC Population below Poverty Level**



# Jurisdictional Partnerships – Next Steps

**Now that we better understand current partnerships and processes, we can act!**

**Metro is developing:**

- Our needs
- Partnership process (implementation)
- Strategy for smaller cities, unincorporated areas, people of color, and low-income communities
- Prioritization process

*In the meantime, Metro will continue working with cities as we do today.*



# Other Next Steps

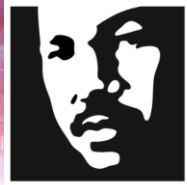
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## 1. Planning & Funding Estimates:

- Continue determining and prioritizing capital, speed and reliability projects
- Discuss at staff-level with Technical Advisory Committee (TAC)
- Determine Metro's portion of funded projects and make progress on estimates of funding needs through biennial budget process

## 2. Service Network Policy Update:

- Discuss process with RTC
- Develop policy alternatives



# King County **METRO**