

# METRO CONNECTS Cost Update

Regional Transit Committee  
February 19, 2020



# Overview and Goals

- **Today's briefing offers an initial look at updated costs associated with METRO CONNECTS.** It covers:
  - Background on METRO CONNECTS and Motion 15252
  - Key takeaways from preliminary cost updates
  - Next steps
- As this work is not final, it does not include a new total cost for METRO CONNECTS
- We look forward to discussing the final results, as well as other proposed updates to METRO CONNECTS, later this year



# METRO CONNECTS Context

- METRO CONNECTS is Metro's vision for bringing more service, more choices, and one easy-to-use system over the next 25 years
  - Frequent, reliable and fast service—all day, every day
  - Connections to the places people want to go
  - One integrated system that's easy to use
  - Customer-friendly vehicles, drivers, stops, information, and assistance
  - Safe and secure operations and facilities for passengers, employees, and communities
- Completed in 2016; adopted January 2017
- Much of vision was unconstrained and unfunded



# METRO CONNECTS Context

- In 2015 and 2016, people across King County helped shape the vision
  - Transit customers, bus drivers, elected officials, King County cities, Sound Transit and other agencies, businesses, and more joined in imagining the future system
- Thousands of participants shared needs, hopes, and ideas for getting around better



## MORE SERVICE

Buses come more often and take you farther, faster

- **26 RAPIDRIDE LINES**
  - Frequent service for 73 percent of King County residents.
  - 26 new-generation RapidRide lines around the county, featuring state-of-the-art innovations.
- **ALL-DAY SERVICE**
  - A growing network of express buses, running every 15 to 30 minutes all day between areas where many people live and work.
- **LOCAL CHOICES**
  - More local service, including regular bus routes and creative new transportation options that meet community needs and connect people to the regional transit system.
- **FASTER TRAVEL**
  - Dramatic increase in investments that make transit as fast, reliable and efficient as possible, such as bus-only lanes.



## MORE CHOICES

More choices for many needs

- **ON DEMAND**
  - An evolving array of new service options like community vans that provide on-demand service, ridesharing apps, and partnerships with carsharing services.
- **ANY MODE**
  - Projects to give you better, safer access to Metro service—new and improved sidewalks; trails and lanes for biking and walking; carpool and drop-off spaces; and parking for cars and bikes.

FROM OUR CUSTOMERS

“More types of service will make errands and short trips much easier.”



## ONE SYSTEM

One system that's easy to use

- **PARTNERS**
  - Coordination with transit agencies and cities to create one interconnected, efficient, easy-to-use transit system—including smooth transfers between Metro buses and Sound Transit's high-capacity rail service.
- **ACCESS**
  - Improvements that enable everyone to use public transportation—like new options for people with disabilities, better wayfinding signs, wider aisles and doors, and audio and tactile signs.
- **SUPPORT**
  - New types of service information and new ways to get it, first-rate customer assistance, and tools to simplify fare payment and speed up boarding.

# King County Motion 15252 (November 14, 2018)

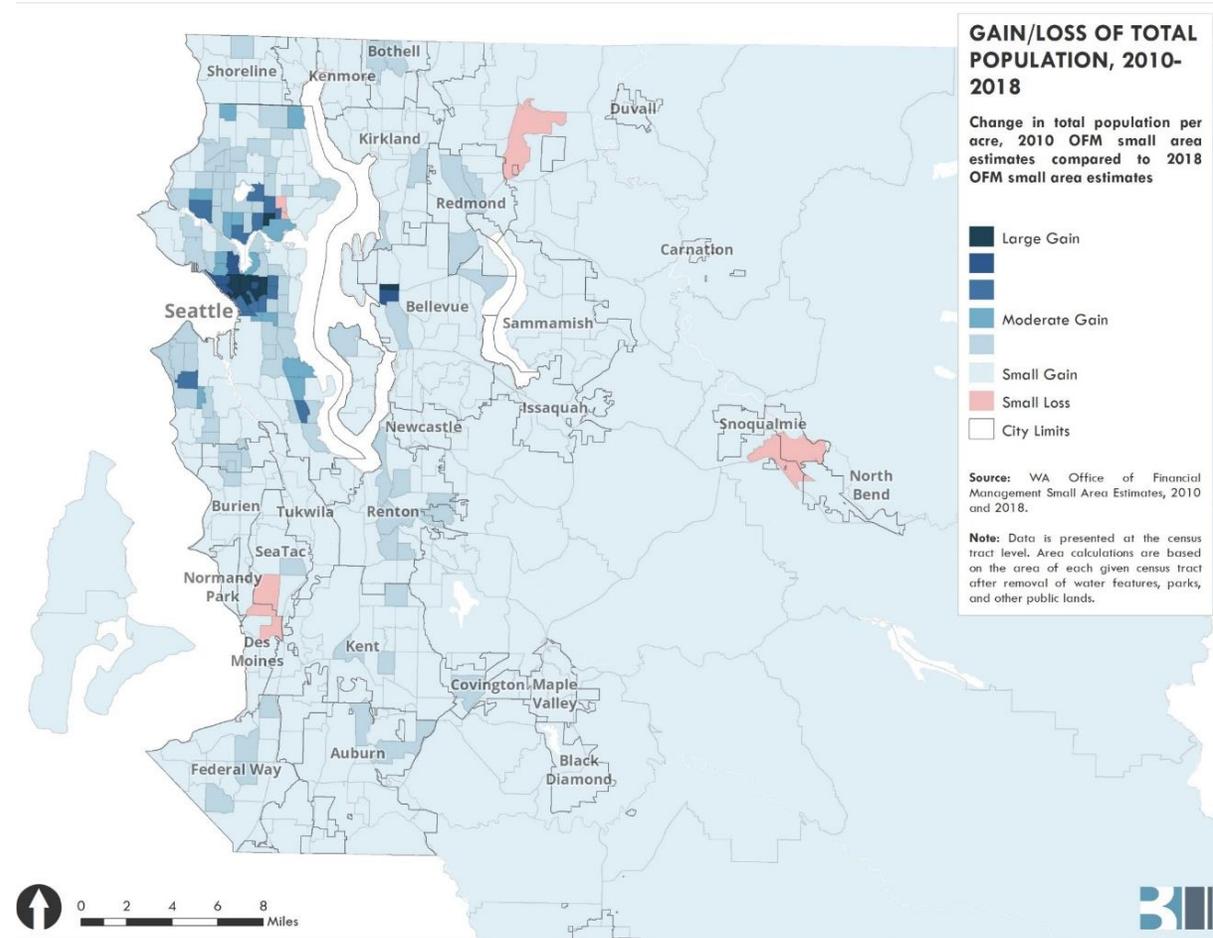
Required King County Metro to update financial and cost assumptions contained in the 2016 METRO CONNECTS Long-Range Plan.

The Motion specifies:

***“To prepare for the regional planning effort, King County Metro should prepare updated information to supplement METRO CONNECTS to adjust for increased population growth, increasing regional congestion, inflation and construction costs, regional mobility needs and innovations in transportation.”***

# METRO CONNECTS Cost Update

- Since the development of METRO CONNECTS, the region's population is growing faster and congestion levels are worse than expected
  - Population forecasts for King County in 2040 have increased by 10%, to 2.7 million people. No employment above forecast.
- Preliminary estimates show higher costs due to congestion, and higher fleet and facility costs for electrification and state of good repair.
- Construction inflation locally higher than the nation, but in line with original METRO CONNECTS forecast.



# Methodology

To update costs, this analysis reviewed:

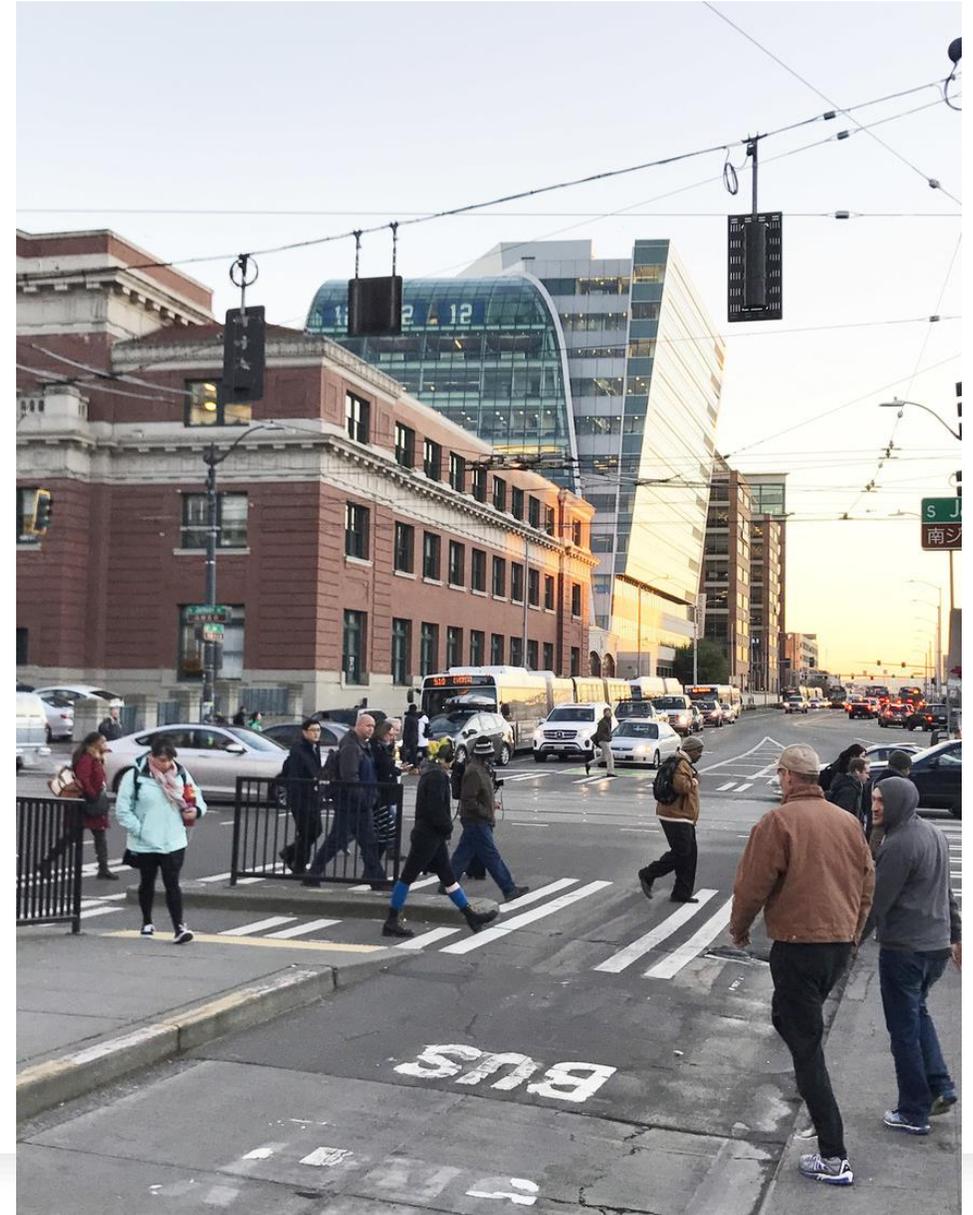
- **Population and the economy**
- **Inflation and construction costs**
- Forecasted **congestion** levels and **speed** performance
- **RapidRide** right-of-way and access improvement costs
- **Access to transit** investments to achieve mobility goals
- **Passenger facility** updates including transit centers and RapidRide stops
- New maintenance facility construction to support fleet expansion and bus electrification, state of good repair, bus layover needs, and other **critical service supports**
- New costs associated with **electrification**



# Increased or New Costs

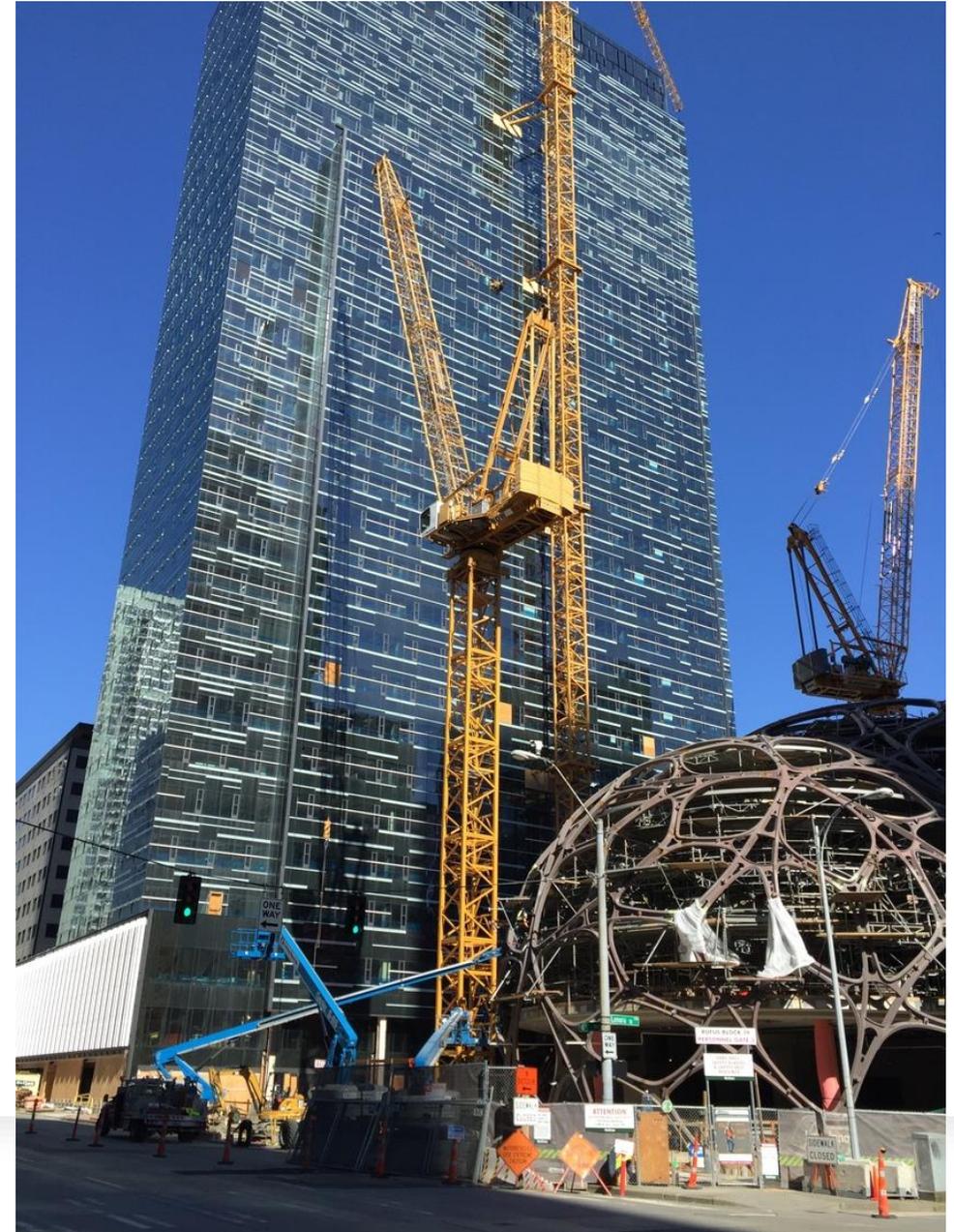
Initial findings from cost changes over the past four years include:

- Strong Regional Economy
- Transit Speed and Reliability Investments to maintain service levels as congestion increases
- Major items like electrification and State of Good Repair (SOGR) not costed in METRO CONNECTS
- Final fleet size and cost estimates still being developed.



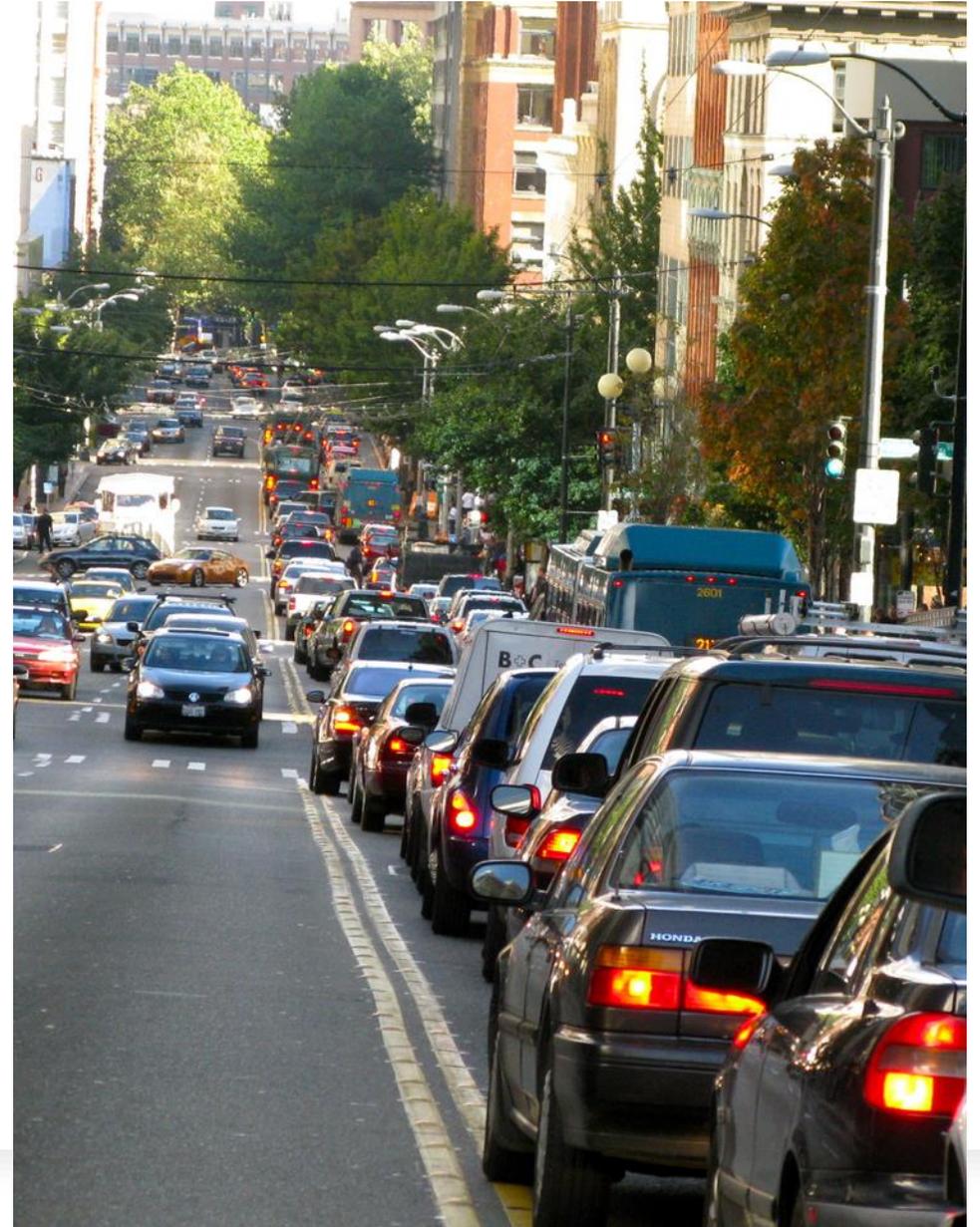
# Strong Regional Economy

- Seattle continues to outpace the national average for **construction cost inflation**
  - Averaged approximately 4.3% per year over the past four years. Continued high inflation forecast for next few years then reduction.
- New **peak hour extension** (now 4 hrs in AM and 5 hrs in PM) to address population, demand, and congestion levels
  - ~500,000 additional annual hours of service by 2040
  - Investments needed to mitigate congestion impacts



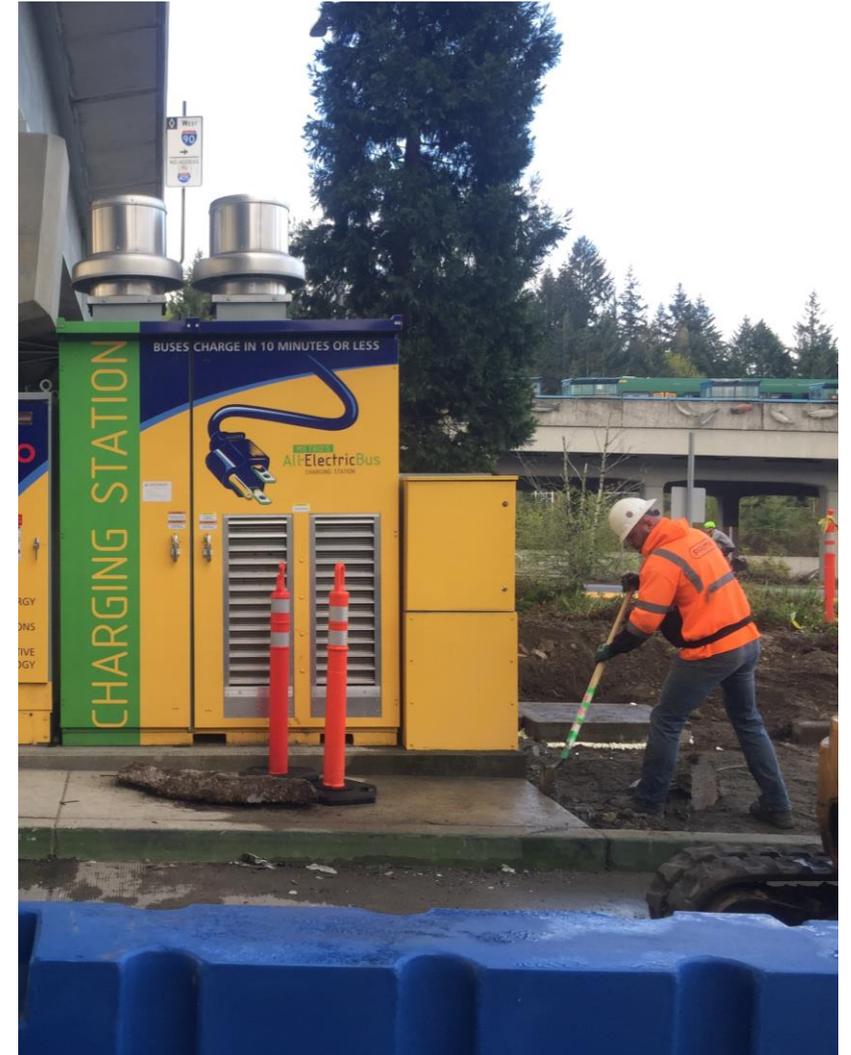
# Transit Speed and Reliability

- Average travel times are expected to increase more over next 20 years as compared to the original assumption in METRO CONNECTS
- To maintain METRO CONNECTS speed assumptions, additional ~\$200 million in expenditures (all in 2019\$) for lane miles, signals, intersection improvements, and other steps to improve speeds.



# Electrification

- Significant **electrification investments** not included in 2016 plan. Electrification now set as goal by Council ordinance. This will require:
  - Depot and on-route charging facilities
  - Upgrades to existing facilities
  - Marginal cost increases for electrification of new bases
  - Charging management system
- Total costs estimated at ~\$1.2 billion (in 2019 \$)
- Majority of \$1.2 billion is due to adding **battery electric bus infrastructure** and power facilities to new and existing bases.



# Other investments

- Change to **State of Good Repair** methodology now accounts for both existing and future facilities
  - Original calculation only included new facilities brought online for METRO CONNECTS.
  - Additional \$600-\$700 million.
- Cost estimates for access to transit investments still being developed



# Next Steps

Additional tasks to complete the cost update:

- Refine and complete **capital cost estimates**. Largest remaining task is fleet cost estimate.
- Develop **year-of-expenditure** estimates
- Produce **key outputs** such as productivity, proximity metrics, accessibility to jobs, and greenhouse gas emissions

Updated costs will inform revised version of METRO CONNECTS, to be transmitted with updated Strategic Plan and Service Guidelines in January 2021



# Closing and Questions