

# METRO CONNECTS

## DEVELOPMENT PROGRAM (MCDP)

Regional Transit Committee Workshop  
October 25, 2017

# Objectives

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## **Develop a shared understanding of:**

1. Where we came from & are heading
2. Policy report (review & needs)
3. Regional Project Schedule (approach & results)
4. Next steps

# MCDP Activity through 2017

**WE  
ARE  
HERE**

	2017											
	Jan	Feb	Mar	Apr	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
<b>METRO CONNECTS</b>	Adopted											
<b>MCDP Work Plan</b>			Transmit							Adopted		
<b>Policy Report</b>									Transmit	Potential Acceptance		
<b>Reg Project Schedule</b>			Begin Drafting								Business Planning	
<b>RTC Discussions</b>									Policy Report & RPS			
<b>TAC Meetings</b>									RPS			

# Proposed Schedule for 2017-2020

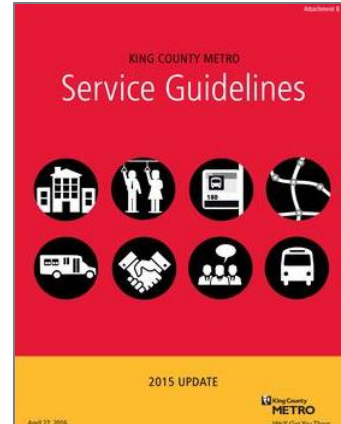
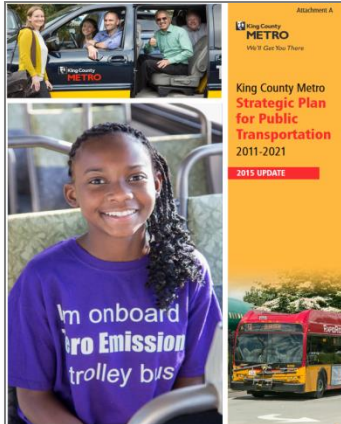
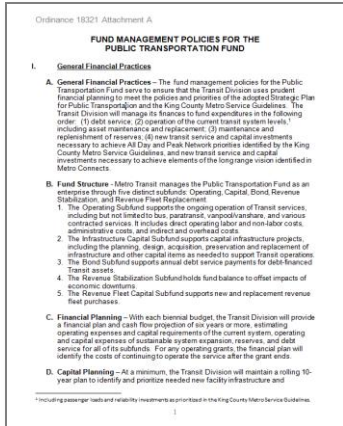
Objectives and Timing	2017	2018				2019				2020			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Discuss how Metro can work better with cities with MCDP TAC	[Shaded]												
Review & discuss MCDP Policy Report with Council, RTC	[Shaded]												
Discuss partnerships and collaboration with Metro with Council, RTC to inform discussion in 2019		[Shaded]											
King County budget development		[Shaded]											
Discuss service allocation principles with Council, RTC					[Shaded]								
Develop changes to Strategic Plan and Service Guidelines							[Shaded]						
Transmit recommended changes to Council, RTC									[Star]				
RTC recommendation on Service Guidelines update <i>(anticipated)</i>										[Star]			
King County Council adoption of Service Guidelines update <i>(anticipated)</i>											[Star]		
King County 2021-2022 budget development													[Shaded]

# MCDP Work Plan Deliverables

Deliverable	Description
<b>2017 Policy Report</b>	<ol style="list-style-type: none"><li>1. Describe how policy guidance influences timing and schedule</li><li>2. Analysis to identify policy needs</li><li>3. Recommendations for timing to address needs</li></ol>
<b>Biannual Status Reports</b>	<ul style="list-style-type: none"><li>• Update on our policy guidance review</li><li>• Explain policy guidance influencing the regional project schedule</li></ul>
<b>Regional Project Schedule</b>	<ul style="list-style-type: none"><li>• Align the scopes and schedules of regional projects, city, and transit agency projects</li><li>• Identify system and cost efficiencies</li><li>• Developed through Technical Advisory Committee process with input from RTC and others</li></ul>

# Policy Report: Existing Policy Guidance

- King County Fund Management Policies for the Public Transportation Fund (2016)
- King County Metro Strategic Plan for Public Transportation, 2011-2021 (2015 Update)
- King County Equity and Social Justice Strategic Plan 2016-2022 (2016)
- King County Metro Service Guidelines (2015 Update)
- METRO CONNECTS long-range plan (adopted 2017)



# Identified Policy Needs

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## **Partnerships (discuss next meeting):**

- Partnerships (esp. capital) are key to successful regional implementation of METRO CONNECTS
- Need clarification on definition, expectations, and ways cities and Metro can leverage resources (inc. non-financial)

## **Service Investment Priorities (discuss today):**

- METRO CONNECTS envisions expanded future network, but Service Guidelines use today's network to identify investment needs
- Need Service Guidelines update to include clear guidance prioritizing investments in future network

# Shifting Our Investment Strategy

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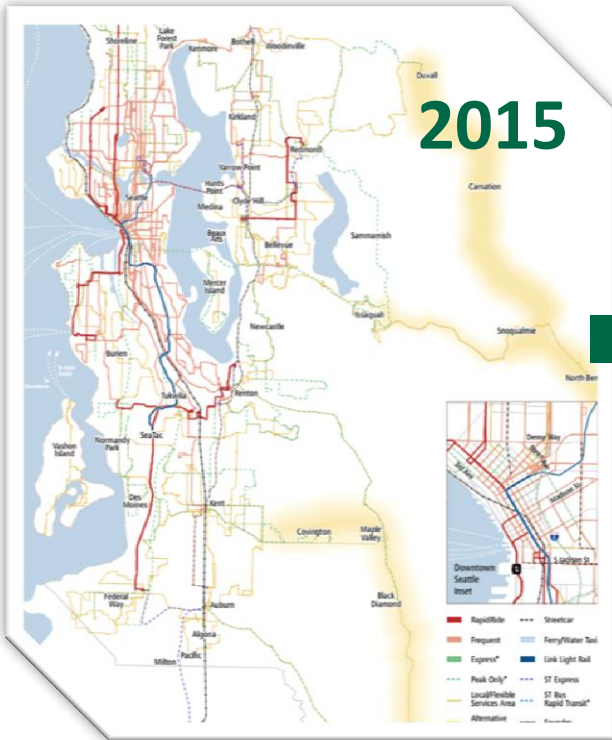
## Corridor-based vs area-based

- Continued investment in current corridors using existing policy guidance for service will not get us all the way to METRO CONNECTS
- Propose to **update the Service Guidelines** to reconcile with METRO CONNECTS, changing how we prioritize investments in our future network



# Service Investment Strategy

## METRO CONNECTS envisions a different network



# Service Investment Strategy

## METRO CONNECTS Regional Project Schedule

19 Project Areas

### 2017-18 Budget

#### Service Guidelines

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##### Past Service Investment:

- Operational Needs
- Overcrowding (Priority 1)
- Reliability (Priority 2)
- Service Growth (Priority 3)

### 2019-2020 Budget

#### Service Guidelines + METRO CONNECTS

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##### Current Service Investment:

1. Work within Metro's organizational capacity and manage constraints
2. Manage system performance
3. Integrate service with Sound Transit projects
4. Support partnerships and partner priorities
5. Invest in service that supports productivity, social equity and geographic value

### 2021-2023 Budget

#### Updated Service Guidelines + METRO CONNECTS

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##### Revised Service Investment

# Questions & Discussion

## What we covered:

- Policy Report
- Service Investment Strategy
- Proposed Bridge Prioritization Process

***Up next: Regional Project Schedule***

# Regional Project Schedule (handout)

**METRO CONNECTS**  
DEVELOPMENT PROGRAM

**REGIONAL PROJECT SCHEDULE**

10/24/17

METRO CONNECTS defines 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, I-405 BRT).

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

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

**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 restructured (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. Work within Metro's organizational capacity and manage constraints. Consider Metro's ability to implement the elements of the Regional Project Schedule and adjust.
2. Manage system performance. Investments in operational needs and funded commitments, such as construction mitigation and comfort station access, and then investments to improve overcrowding and service reliability (Service Guidelines Priorities 1 and 2) were scheduled for each biennium. These are the highest priority service investments.
3. Deliver the METRO CONNECTS service network by integrating service with Sound Transit Link and BRT expansion projects were assumed to be fixed dates. These delivery dates anchored six service network restructures associated with Link expansion, and two associated with BRT.
4. Deliver the METRO CONNECTS 2025 Service Network by supporting partnerships and partner priorities. New RapidRide lines are in the City of Seattle's RapidRide Expansion Plan and are supported by funding from the Move Seattle levy. Other partnerships to support the Regional Project Schedule will need to be developed.
5. Deliver the remaining METRO CONNECTS 2025 service network by investing in service 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 restructures and service investments to deliver the METRO CONNECTS 2025 network (Including Service Guidelines Priority 3).

**FINAL RESULT: THE REGIONAL PROJECT SCHEDULE**



Attachment 1

Funded	2019-2020*	2021-2022*	2023-2026*
Overcrowding and service reliability	▶ Hours are based on annual need ▶ 1% of system size annually (estimate)	▶ Hours are based on annual need ▶ 1% of system size annually (estimate)	▶ Hours are based on annual need ▶ 1% of system size annually (estimate)
Service structures	Restructure and Investments: ▶ Northeast King County (Kirkland to Redmond) ▶ Auburn to Renton ▶ RapidRide – Madison** ▶ RapidRide – Delridge/Ambaum**	Restructure and Investments: ▶ RapidRide – Renton – Overlake ▶ Link Integration – Northgate** ▶ RapidRide – Rainier** ▶ RapidRide – Roosevelt/Eastlake** ▶ RapidRide – Auburn to Renton ▶ RapidRide – Ballard – U District**	Restructure and Investments: ▶ Link Integration & RapidRide – Bellevue – Overlake** ▶ Link Integration & RapidRide – South Link/ Kent – Des Moines** ▶ Link Integration – Lynnwood ▶ RapidRide – Downtown to Northgate via Fremont** ▶ RapidRide – SR 522 – U District ▶ Link Integration – Redmond ▶ Link Integration & RapidRide – Federal Way to Green River CC ▶ I-405 BRT – Renton** ▶ RapidRide – 23rd Avenue** ▶ Central Seattle – Queen Anne – Magnolia
Service on	▶ Route based service investments		
Program Planning improvements to METRO CONNECTS study	▶ 2 RapidRide corridors ▶ 1 Frequent corridor ▶ 2 Express corridors ▶ 1 Expanded hub ▶ Access to transit investments	▶ 5 RapidRide corridors ▶ 8 Frequent corridors ▶ 1 Express corridors ▶ 12 Expanded hubs ▶ Access to transit investments	▶ 6 RapidRide corridors ▶ 17 Frequent corridors ▶ 5 Express corridors ▶ 28 Expanded hubs ▶ Access to transit investments
Service planning	▶ Atlantic/Central Base capacity enhancements ▶ Eighth base planning	▶ Eighth base planning and design ▶ Atlantic/Central Base expansion planning ▶ South Base expansion planning	▶ Eighth base design ▶ Atlantic/Central Base expansion design and construction ▶ South Base expansion construction

Major systemwide capital facilities projects



\* Planning efforts are currently underway for 2019-2020 and are in preliminary planning for 2021-2022 and 2023-2026. Continued program planning will provide more surety on future implementation timelines.  
 \*\* Denotes that the restructure or investment is associated with Link or a major existing partnership  
 Bold projects assume a major restructure that changes multiple routes along a corridor or within a large area.

10/24/17



1

SYSTEM INVESTMENTS



SERVICE

OPERATING SUPPORT

\* Planning efforts are currently underway for 2019–2020 and are in preliminary planning for 2021–2022 and 2023–2026. Continued program planning will provide more surety on future implementation timelines.

1

2

SYSTEM INVESTMENTS

2017–2018 (Funded)

2019–2020\*

2021–2022\*

2023–2026\*

Operational needs and funded commitments

▶ 100,000 hours

▶ Hours are based on annual need

▶ Hours are based on annual need

▶ Hours are based on annual need

Service quality investments to reduce crowding (Service Guidelines Priority 1) and improve reliability (Service Guidelines Priority 2).

▶ 27,600 hours to reduce crowding  
▶ 26,200 hours to improve reliability

▶ 1% of system size annually (estimate)

▶ 1% of system size annually (estimate)

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SERVICE

OPERATING SUPPORT

\* Planning efforts are currently underway for 2019–2020 and are in preliminary planning for 2021–2022 and 2023–2026. Continued program planning will provide more surety on future implementation timelines.

1

2

3

SERVICE  
OPERATING SUPPORT

SYSTEM INVESTMENTS

	2017–2018 (Funded)	2019–2020*	2021–2022*	2023–2026*
Operational needs and funded commitments	▶ 100,000 hours	▶ Hours are based on annual need	▶ Hours are based on annual need	▶ Hours are based on annual need
Service quality investments to reduce crowding (Service Guidelines Priority 1) and improve reliability (Service Guidelines Priority 2).	▶ 27,600 hours to reduce crowding ▶ 26,200 hours to improve reliability	▶ 1% of system size annually (estimate)	▶ 1% of system size annually (estimate)	▶ 1% of system size annually (estimate)
System restructure to deliver METRO CONNECTS network	▶ Planning for future restructures and investments	Restructure and investments:	Restructure and investments: ▶ Link Integration – Northgate**	Restructure and investments: ▶ Link Integration & RapidRide – Bellevue – Overlake** ▶ Link Integration & RapidRide – South Link/ Kent – Des Moines** ▶ Link Integration – Lynnwood  ▶ RapidRide – SR 522 – U District ▶ Link Integration – Redmond ▶ Link Integration & RapidRide – Federal Way to Green River CC ▶ I-405 BRT – Renton**

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1

2

3

4

5

SERVICE

OPERATING SUPPORT

## SYSTEM INVESTMENTS

2017–2018 (Funded)

2019–2020\*

2021–2022\*

2023–2026\*

Operational needs and funded commitments

▶ 100,000 hours

▶ Hours are based on annual need

▶ Hours are based on annual need

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Service quality investments to reduce crowding (Service Guidelines Priority 1) and improve reliability (Service Guidelines Priority 2).

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System restructure to deliver METRO CONNECTS network

▶ Planning for future restructures and investments

Restructure and investments:

- ▶ **Northeast King County (Kirkland to Redmond)**
- ▶ **Auburn to Renton**
- ▶ **RapidRide – Madison\*\***
- ▶ **RapidRide – Delridge/Ambaum\*\***

Restructure and investments:

- ▶ **RapidRide – Renton – Overlake**
- ▶ **Link Integration – Northgate\*\***
- ▶ **RapidRide – Rainier\*\***
- ▶ **RapidRide – Roosevelt/Eastlake\*\***
- ▶ **RapidRide – Auburn to Renton**
- ▶ **RapidRide – Ballard – U District\*\***

Restructure and investments:

- ▶ **Link Integration & RapidRide – Bellevue – Overlake\*\***
- ▶ **Link Integration & RapidRide – South Link/ Kent – Des Moines\*\***
- ▶ **Link Integration – Lynnwood**
- ▶ **RapidRide – Downtown to Northgate via Fremont\*\***
- ▶ **RapidRide – SR 522 – U District**
- ▶ **Link Integration – Redmond**
- ▶ **Link Integration & RapidRide – Federal Way to Green River CC**
- ▶ **I-405 BRT – Renton\*\***
- ▶ **RapidRide – 23rd Avenue\*\***
- ▶ **Central Seattle – Queen Anne – Magnolia**

Service growth investments (Service Guidelines Priority 3)

▶ 108,400 hours to grow service on specific routes

▶ Route based service investments

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**Bold projects assume a major restructure that changes multiple routes along a corridor or within a large area.**



# Next Steps

## 19 Project Areas

## Project details on service and capital

## Includes County, city, and agency projects

### Service Planning Area 4: Renton to Redmond

**Project 2 Metro Connects 2025 Routes**

- RapidRide
- Frequent

**Other Metro Connects 2025 Routes**

- RapidRide
- Express
- Frequent
- Local

**Sound Transit 2025**

- Planned link line and station
- Sound Transit BRT

**Projects by Jurisdiction/Agency:**

- Bellevue CIP and Transit Improvements
- Kirkland
- Renton
- Redmond

**Other Jurisdictions in Project Area:** Newcastle

**Current Routes:** 240, 245

**Service Planning Area 4**

METRO CONNECTS  
DEVELOPMENT PROGRAM

**Service Change Description**  
This service change project would implement a new RapidRide line and associated capital improvements between Renton and the Overlake area in Redmond, replacing services currently provided by Routes 240 and 245.

**Supporting Capital**  
New and restructured corridors are anticipated to receive capital investments to improve speed and reliability and customer amenities. METRO CONNECTS assumes that many of these investments would include partnerships with jurisdictions or other partners. The types of capital investments are in part associated with the type of service that's envisioned for a given corridor. The table below highlights the level of investment for corridor improvements envisioned in the plan, by service type. Specific opportunities and costs for improvements will vary by corridor.

**Corridor Capital Investment Priorities by Service Type**

Investment Element	Investment Level by Service Type			
	RapidRide	Frequent	Express	Local
Roadway rechannelization	High	Medium	Low	Low
Transit signal priority	High	High	Medium	Low
Queue jump	High	Medium	Medium	Low
Signal modifications	High	Medium	Medium	Low
Signal synchronization	High	High	Medium	Low
Bus bulbs	High	High	Medium	Low
Exclusive right-of-way*	Low			

\*Rebuild sidewalks; Illumination; New signals; Stormwater management; Site preparation/civil work; Widen roadway for bus lanes

Jurisdiction	Label	Year	Project ID	Project Name	Connection to Transit	Project Type
King County	Countywide Program	current	n/a	Comfort Station Expansion	n/a	Other Transit Facility Investment
King County	Countywide Program	current	n/a	Bicycle Parking Expansion	n/a	NM Improvement
King County	Countywide Program	current	n/a	Eighth Base Construction	n/a	Other Transit Facility Investment
King County	Countywide Program	current	n/a	Base Expansion	n/a	Other Transit Facility Investment
King County	Countywide Program	2018	n/a	METRO CONNECTS Transit Hub Program	n/a	Other Transit Facility Investment
King County	Countywide Program	current	n/a	Metro Shelter and Lighting Improvement Program	n/a	Other Transit Facility Investment
King County	Countywide Program	current	n/a	Bus Zone Improvement Program	n/a	Other Transit Facility Investment, NW Improvement
King County	Countywide Program	current	n/a	Transfer Environment Improvement Program	n/a	Other Transit Facility Investment
King County	Countywide Program	current	n/a	METRO CONNECTS Speed & Reliability Program	n/a	Transit-specific Corridor Improvement
King County	Countywide Program	ongoing	n/a	Traffic Engineering Support - Plan Review	n/a	Other
King County	Countywide Program	2019	n/a	METRO CONNECTS Park-and-Ride Expansion	n/a	Transit Access Parking
King County	Countywide Program	current	n/a	Route 245 Corridor Improvements	n/a	Transit-specific Corridor Improvement

Continued on next page

# Questions and Discussion

## **What we covered:**

- Regional Project Schedule

## ***Next Steps:***

- Continue discussion of MCDP Policy Report

# Upcoming Process Steps

- TAC Review of the DRAFT Regional Project Schedule *October 2017*
- Executive & Council Budget Development *January – November 2018*
- Discuss partnerships and service network policy needs with Council & RTC *January 2018 – June 2019*
- Develop changes to Strategic Plan and Service Guidelines *June 2018 – Sept 2019*