

# METRO CONNECTS

## DEVELOPMENT PROGRAM

# REGIONAL PROJECT SCHEDULE

10/19/17



METRO CONNECTS defines a new transit network in which service will be redesigned around current and future high-capacity transit options (Link light rail, RapidRide bus rapid transit, I-405 BRT). Currently, Metro uses the policy guidance in our Service Guidelines to determine how many service hours we invest into current corridors. With the adoption of METRO CONNECTS in 2017, we defined many new, future corridors for service, but did not provide clear policy direction for how to use the Service Guidelines to allocate service-hour investments to new corridors. As a result, a “bridge” is needed for 2018 to guide Metro while we prepare the 2019–2020 budget, and until Metro and the Council can update the Service Guidelines in 2019.

The METRO CONNECTS Development Program (MCDP) created the Regional Project Schedule to help provide this bridge. This schedule shows where, how much, and when Metro will invest in the service growth and capital improvements that METRO CONNECTS envisions, using the principles described at right. The schedule is dynamic—it will change depending on Metro’s financial outlook, organizational capacity to deliver, and partnerships with jurisdictions and others.

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. The schedule sequences investments in these project areas using the following five service principles shown on the right.

1. **Work with 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 projects** – Delivery schedules for 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. The Regional Project Schedule reflects the Seattle RapidRide program’s draft schedule.
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.**
  - ▶ Expand the RapidRide network
  - ▶ Make additional restructures and service investments to deliver the METRO CONNECTS 2025 network (Service Guidelines Priority 3).

SYSTEM INVESTMENTS		2017–2018 (Funded)	2019–2020*	2021–2022*	2023–2026*
SERVICE	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: ▶ <b>Northeast King County (Kirkland to Redmond)</b> ▶ <b>Auburn to Renton</b> ▶ <b>RapidRide – Madison**</b> ▶ RapidRide – Delridge/Ambaum**	Restructure and investments: ▶ <b>RapidRide – Renton – Overlake</b> ▶ <b>Link Integration – Northgate**</b> ▶ RapidRide – Rainier** ▶ RapidRide – Roosevelt/Eastlake** ▶ <b>RapidRide – Auburn to Renton</b> ▶ RapidRide – Ballard – U District**	Restructure and investments: ▶ <b>Link integration &amp; RapidRide – Bellevue – Overlake**</b> ▶ <b>Link integration &amp; RapidRide – South Link/ Kent – Des Moines**</b> ▶ <b>Link integration – Lynnwood</b> ▶ RapidRide – Downtown to Northgate via Fremont** ▶ <b>RapidRide – SR 522 – U District</b> ▶ <b>Link Integration – Redmond</b> ▶ <b>Link integration &amp; RapidRide – Federal Way to Green River CC</b> ▶ <b>I-405 BRT – Renton**</b> ▶ RapidRide – 23rd Avenue** ▶ <b>Central Seattle – Queen Anne – Magnolia</b>
	Service growth investments (Service Guidelines Priority 3)	▶ 108,400 hours to grow service on specific routes	▶ Route based service investments		
OPERATING SUPPORT	Capital investments to deliver METRO CONNECTS service	▶ 2 Frequent corridors ▶ 2 Express corridors ▶ RapidRide Expansion Program Planning ▶ Speed & reliability improvements to support METRO CONNECTS ▶ Transit access parking study ▶ Parking management program development ▶ Sound Transit integration planning	▶ 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
	Major systemwide capital facilities projects	▶ 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	▶ Eighth base construction

\* 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.**