

# King County Metro

## Presentation to Washington State Transportation Commission

March 14, 2018



# Agenda

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- **AWV Tolling**
- **METRO CONNECTS – System Expansion**
- **Metro Emerging Parking Reservation Program**
- **Access to Transit**

# AWV Tolling: Metro's Input

Metro sent formal letter to WSTC 11/7/2017:

- (1) Establish time period rates on the SR 99 tunnel that best manage diversionary impacts.** Downtown Seattle is Metro's largest transit market with 47 percent of commuters traveling downtown via transit.
- (2) Consider a forward-looking toll rate escalation schedule on the SR 99 tunnel.** To best manage future inflationary costs, toll rates for the SR 99 tunnel should have an escalation rate built-in, similar to the SR 520 bridge. An escalating toll rate schedule provides sustainable and predictable financing and eliminates dependence on future toll rate adjustments or alternative revenue sources to recover future costs.
- (3) Transit should be exempt from paying tolls.** Throughout the region, transit provides a complementary service to toll facilities that supports the movement of people and goods, a reliable low-cost transportation alternative to paying a toll, and a crucial mobility option for transit-dependent Washingtonians.
- (3) Toll revenue should support transit.** Transit continues to provide a direct benefit to toll facilities by reducing single occupant drivers and reducing congestion on the facility.

# METRO CONNECTS: Implementation

- METRO CONNECTS Development Program (2017-18)
  - **2017:** Policy and implementation steps outlined for 2019-2026
  - **2018:** Supporting 2019-20 budget development, policy update process, and equity review
- Partnerships
  - Jurisdictional partnerships critical to achieving Metro priorities and leveraging regional resources
  - Building on **236** current partnerships with **50** jurisdictions
  - **Status:** Currently developing near-term partnerships for 2019-20, and long-term policy and process for jurisdiction partnerships



# METRO CONNECTS: Progress

- Major elements of METRO CONNECTS implementation:
  - **RapidRide Expansion** (13 lines)  
**Status:** Planning & pre-planning underway for expansion program (King County-wide); one line currently in design (G Line in Seattle, Madison Valley)
  - **Major redesigns of service network** (20 project areas)  
**Status:** First three redesign projects currently proposed for 2019-20 implementation
  - **Expansion of capital programming** (ST2 & ST3 facility integration with Sound Transit, corridor improvements, access expansion, etc.)  
**Status:** Actively engaged on ST2 facility design and ST3 planning; planning and KC budget development underway to support additional capital elements

# METRO CONNECTS on Access to Transit

## “Safe and abundant options for getting to our service”

- Equal investments in parking and bike/ped improvements
- Innovative mobility partnerships
- Prioritizing parking management
- Promoting transit oriented development



# Connecting to Transit Program

## Parking



## Walk



## Bike



## Innovative Mobility



## Transit Oriented Development





# Parking Outreach: Solo Driver Permits

## Metro/ST conducting joint outreach about reserved permit parking for transit customers

- **Concept:** paid permit parking for solo drivers during AM rush hours at very full park & ride lots
- **Outreach:** survey open through March ([kccomms16!](https://bit.ly/2G9UJzs) [bit.ly/2G9UJzs](https://bit.ly/2G9UJzs)), street teams at park & rides, nine drop-in sessions
- **Next steps:** King County Council and Executive and ST Board make decisions about each agency's respective facilities





# Airport Masterplan Underway

- Spring 2016: Began process
- 2016-2018: Five technical working papers prepared by technical consultants
  - Inventory and Forecasts
  - Capacity Analysis and Facility Requirements
  - **Alternatives Development – April 2018 Airport Working Group**
  - **Alternatives Engagement – May 2018 Community Open House**
  - Preferred Set of Airside and Landside Alternatives
  - Environmental Documentation
  - Financial Improvement Plan
  - Airport Plans, including Airport Layout Plan
- Early 2019: Draft Master Plan Update to King County Council
- Late 2019: Master Plan adoption



# “One of the 100 Most Needed Airports in the U.S.”

by National Air Transportation Association  
**King County International**

**Airport**, known as Boeing Field, is one of the busiest primary non-hub airports in the nation.

- It is a successful enterprise operating without local taxpayer funding
- King County invests in projects with users fees FAA Grants
- Businesses, dignitaries, and VIPs use Boeing Field due to its proximity and convenience
- Significant local businesses are headquartered in Seattle and





King County

**METRO**