

**COUNCIL SUMMARY BACKGROUND BRIEFING:
KING COUNTY REGIONAL COMMITTEES AND OTHER ISSUES
*October 2018***

This briefing summarizes recent actions taken by the three regional committees formed as a result of the merger of King County and Metro. The three regional committees are the Regional Policy Committee, the Regional Water Quality Committee, and the Regional Transit Committee. Staff will also include updates on other regional issues (e.g., King County Flood Control District, King Conservation District) as appropriate. In addition, the Growth Management Planning Council (GMPC), was formed in the early 1990s to comply with the Growth Management Act requirements for collaboration of counties and their cities on countywide planning policies. The GMPC meets three to four times per year to consider amendments to the countywide planning policies and to monitor progress on implementation. This is intended as a summary briefing; staff can provide more details on any of the items below.

REGIONAL POLICY COMMITTEE (RPC)

Due to the King County Council budget deliberations, the regular RPC meeting for October is scheduled for October 31, and a summary will be included in the next Regional Issues Packet.

REGIONAL TRANSIT COMMITTEE (RTC)

September 19 meeting summary:

- **2019-2020 King County Metro Transit Budget.** The RTC received a preview of the proposed Metro Transit budget, which was transmitted to the King County Council by King County Executive Dow Constantine on September 24. The County Council traditionally approves the county budget ordinance and related legislation in the week before Thanksgiving. Revenues for the 2019-2020 Metro Transit budget are at similar levels to its 2017-2018 budget. With these revenues, transit service can grow, but not at a level necessary to meet demand or to achieve the service vision described in the METRO CONNECTS plan. The modest transit growth projected for 2019-2020 will be largely funded by partners such as Seattle. Metro-funded growth will be targeted to reduce crowding and improve reliability. Metro also plans to expand base capacity, with several major projects planned for 2019-2024.

Two items in the proposed 2019-2020 budget have implications for Bellevue. The first item is the RapidRide expansion program, which is moving forward on a slightly delayed timeline compared to the timeline in METRO CONNECTS. The planned Totem Lake-Bellevue-Eastgate RapidRide route will be delivered by 2025, but the Renton-Eastgate-Overlake route will not be delivered until after 2025.

The second item that impacts Bellevue is Metro's parking management program, which will expand to offer a solo driver permit program at existing park and ride lots. The RTC members asked why the planned SR 522 RapidRide service was not included in the updated RapidRide

schedule. The SR 522 RapidRide route will overlap with Sound Transit's SR 522 Bus Rapid Transit service, so the two agencies are working together to coordinate service delivery plans.

- **Metro Bus Base Capacity.** Base capacity constraints impact Metro's ability to expand bus service as envisioned in the METRO CONNECTS plan. King County Metro operates buses and trolleybuses out of seven bases across King County. Bases include facilities to maintain, fuel/charge, clean, and dispatch buses; bus parking; facilities for transit operators; and employee parking. According to Metro, projected fleet growth beyond current levels cannot be accommodated on existing base properties without hindering Metro's ability to provide adequate services for its fleet. Metro's bus base expansion will impact Bellevue's plans to realign and widen 120th Avenue NE between NE 116th Street and Northup Way. Depending on the extent of the 120th Avenue NE project, part or all of Metro's East Base would be impacted or need to be relocated.
- **King County Metro Transit 2017 Strategic Plan Progress Report.** King County Metro's Strategic Plan for Public Transportation 2011-2021 requires Metro to report progress towards its strategic goals every other year. The 2017 Strategic Plan Progress Report documents growth in all public transit ridership in King County, including ridership on Metro, Sound Transit, and other transit agency service:
 - Transit vehicle hours increased 9.3% over 2015, due to investments by King County and Seattle.
 - Transit agencies provided a record-high 177 million trips in King County in 2017.
 - Among the 30 largest U.S. metropolitan areas, the Seattle area had the second-fastest ridership growth in 2017, and the fastest in 2016.
 - About two-thirds of county residents live within a quarter-mile walk of a bus stop and more than three-quarters of jobs in King County are within a quarter-mile of a bus stop.

Some important efficiency measures decreased in 2017 as ridership patterns adjusted to the increased and restructured service. Boardings per hour and passenger miles per hour both decreased. Experience shows that it takes a few years for ridership to show significant gains in response to increased and restructured service and Metro expects these numbers to increase in the coming years. Following the presentation, the RTC requested a discussion of whether the Progress Report's measures should be revised to more efficiently and effectively capture Metro's progress toward the Strategic Plan.

A summary of the October 17 RTC meeting will be included in the next Regional Issues Packet.

The next meeting of the RTC is scheduled for November 21.

REGIONAL WATER QUALITY COMMITTEE (RWQC)

Due to the King County Council budget deliberations, there was no RWQC meeting in October. The next meeting of the RWQC is scheduled for November 7.