

Service Guidelines Task Force

9. Purchase of Additional Services

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Introduction

The law allows private entities and municipalities to negotiate with Metro to provide additional service to particular areas as particular times. Such partnership programs have been an integral part of Metro’s service delivery system. Some examples include Transit Now, school district, and special events partnerships. This section provides a brief overview of Metro’s implementation of contract service under its Community Mobility Contracts program.

Links to Information

1. Proviso regarding transit service agreement (page 97): http://bit.ly/sgtf9_1
2. Metro Community Mobility Contracts Program: http://bit.ly/sgtf9_2
3. Service Guidelines Task Force Website: <http://www.kingcounty.gov/sgtaskforce>

Overview

Metro's Community Mobility Contracts program allows cities to purchase transit service above what Metro is currently able to provide given current financial constraints. This program was not intended to be a permanent solution to the region's transit funding challenges, but rather an option for cities to enhance or restore transit service. The program is similar to Metro's existing Service Partnership Program, but allows for a more significant investment that covers the full cost of providing service.

The Community Mobility Contracts program is based on three principles:

- Contracts must reflect the full cost of providing the service.
- Contracts cannot come at the expense of other cities or the regional allocation of service.
- The program is intended as a bridge to keep buses on the street until the state legislature provides a sustainable funding tool for local transportation needs.

How the Community Mobility Contracts Program works

Under this program, any city or group of cities in King County can contract with Metro to avoid planned cuts. The program could also provide enhanced transit services to advance a community's economic, planning and development, and livability goals. Contracted services give cities the flexibility to tailor transit services to unique local transportation needs.

The program is based on a contracted service model. Cities can invest in additional transit hours beyond the countywide level of service provided by Metro. Cities participating in this program will pay the full cost associated with the enhanced level of service.

Cities may consider a contracted services model for several reasons:

- **Preserve service slated for cuts:** Cities can choose to invest in routes that are proposed to be reduced or eliminated.
- **Enhance service on underserved corridors:** Metro's 2013 service review found that more than 500,000 additional hours of bus service are needed annually to meet demand throughout the County. Many of the hours are needed to adequately serve underserved corridors that connect important employment and educational centers. Cities could choose to invest in meeting this existing demand.
- **Tailored service:** Cities could use this program to develop services tailored to their unique community needs. Cities can contract for enhanced services such as circulators and shuttles.

Metro will offer technical assistance to interested cities to help identify service investments that meet the communities' transit and economic objectives. Once a contract is signed, service would begin at the time of Metro's next quarterly service change, when practical.

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Introduction

This section contains background reference information about Metro, our organization, fleet, facilities, and some metrics about the services we provide.

Links to Information

1. Metro website: <http://metro.kingcounty.gov/>
2. Service Guidelines Task Force Website: <http://www.kingcounty.gov/sgtaskforce>