

Public Transportation Issues Challenges and Priorities

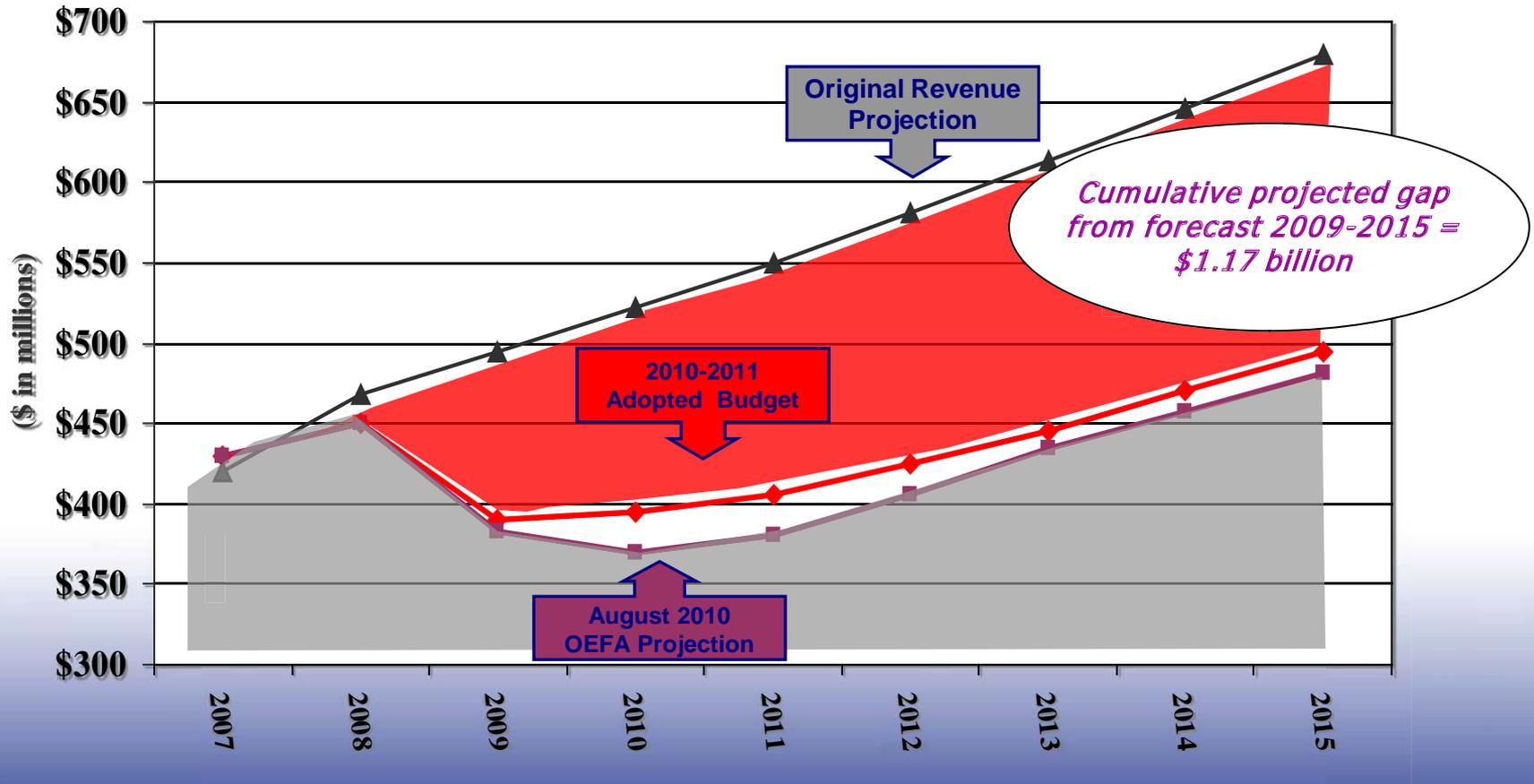
**Washington State
Transportation Commission
November 16, 2010
Bellevue City Hall**

Overview

- Current Financial Picture
- Regional Transit Task Force Recommendations
- RapidRide Line B and Bellevue-Redmond Transit Connection Project
- SR 520 and the Urban Partnership Agreement

Current Financial Picture

Projected Sales Tax Revenue Short-fall



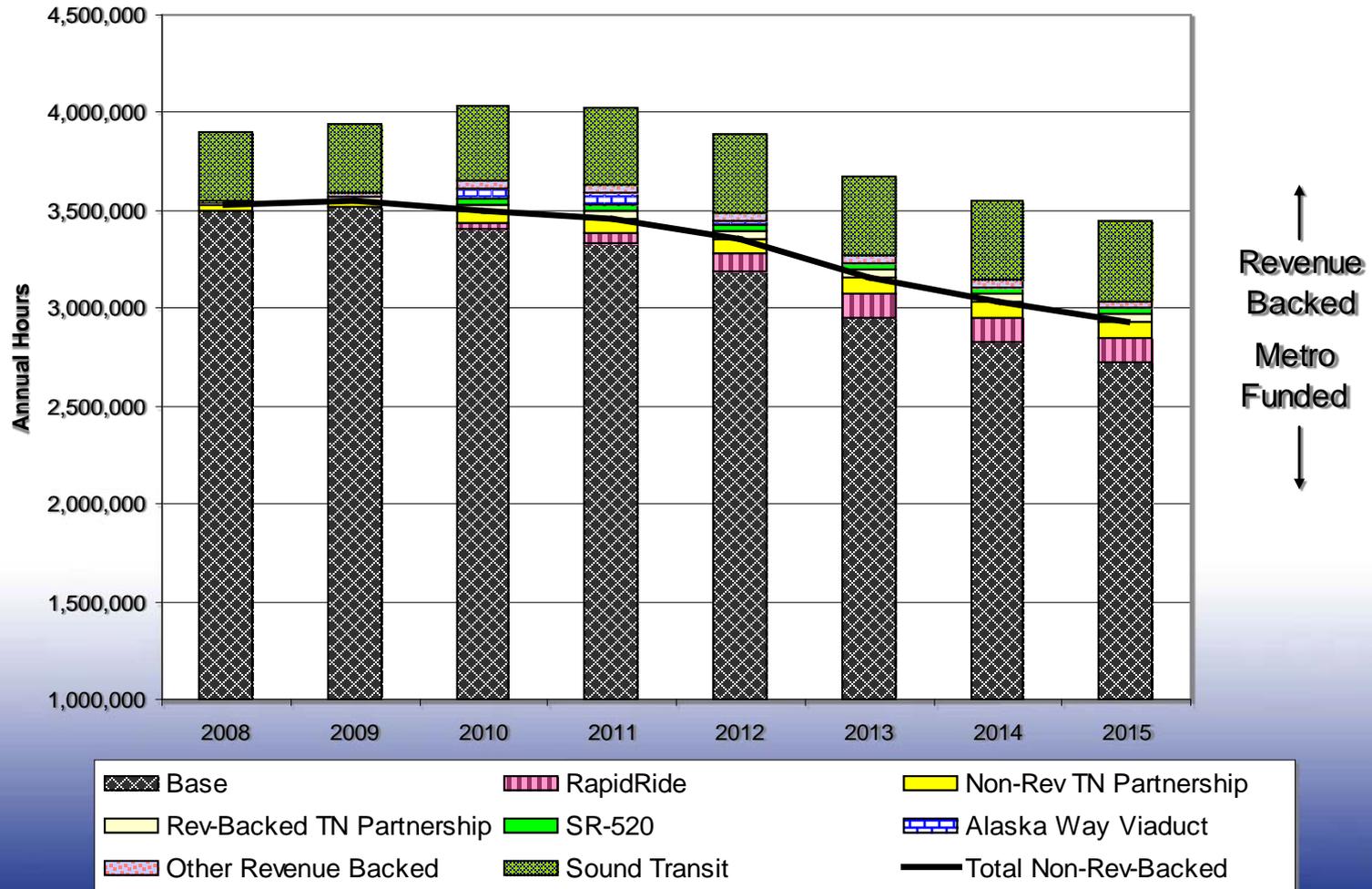
August '10 projection additional loss in year (millions)

2009	2010	2011	2012	2013	2014	2015
(\$ 6)	(\$23)	(\$25)	(\$18)	(\$11)	(\$11)	(\$13)

2010-2011 Biennium Budget Actions

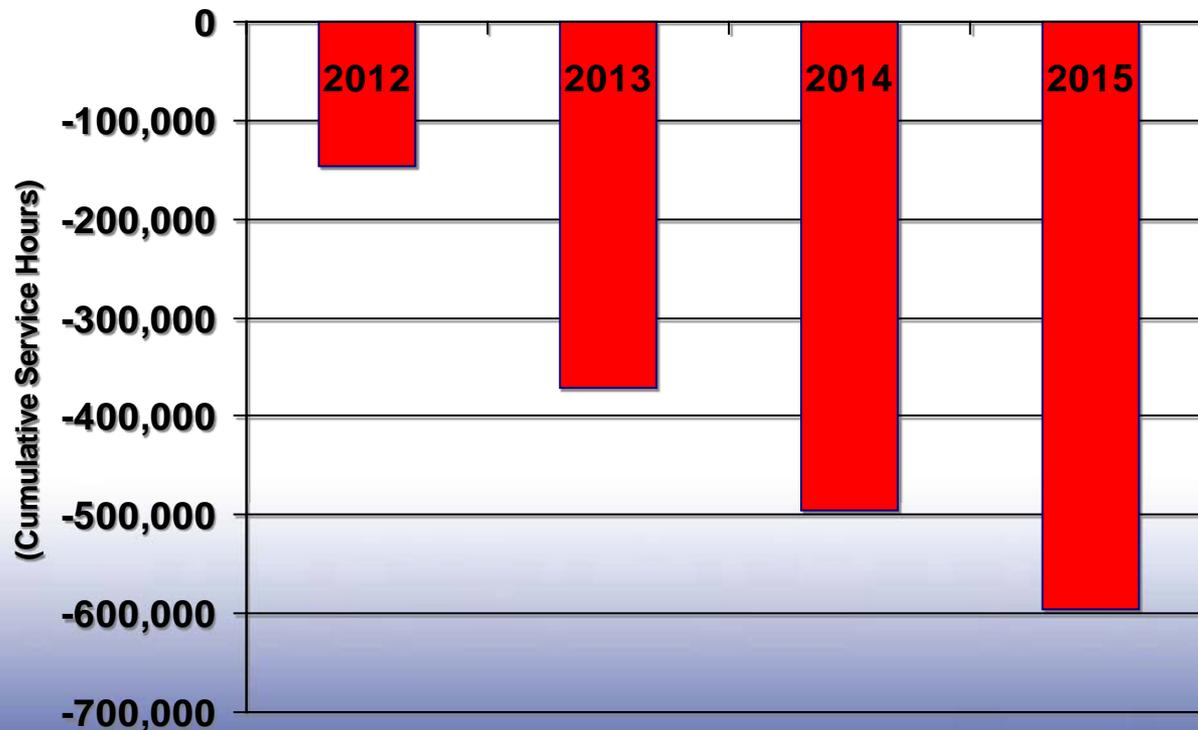
- \$30 million in new revenue each year
- \$38 million in reduced costs each year
 - 70 positions eliminated
 - Scheduling efficiencies
 - Service reductions
 - Transit Now deferrals
- More than \$240 million of one-time savings
 - Reduction in operating and fleet replacement reserves
 - Capital projects eliminated, scope reduced or delayed

Metro Funded and Revenue Backed Services Through 2015



Potential Reductions* after 2011

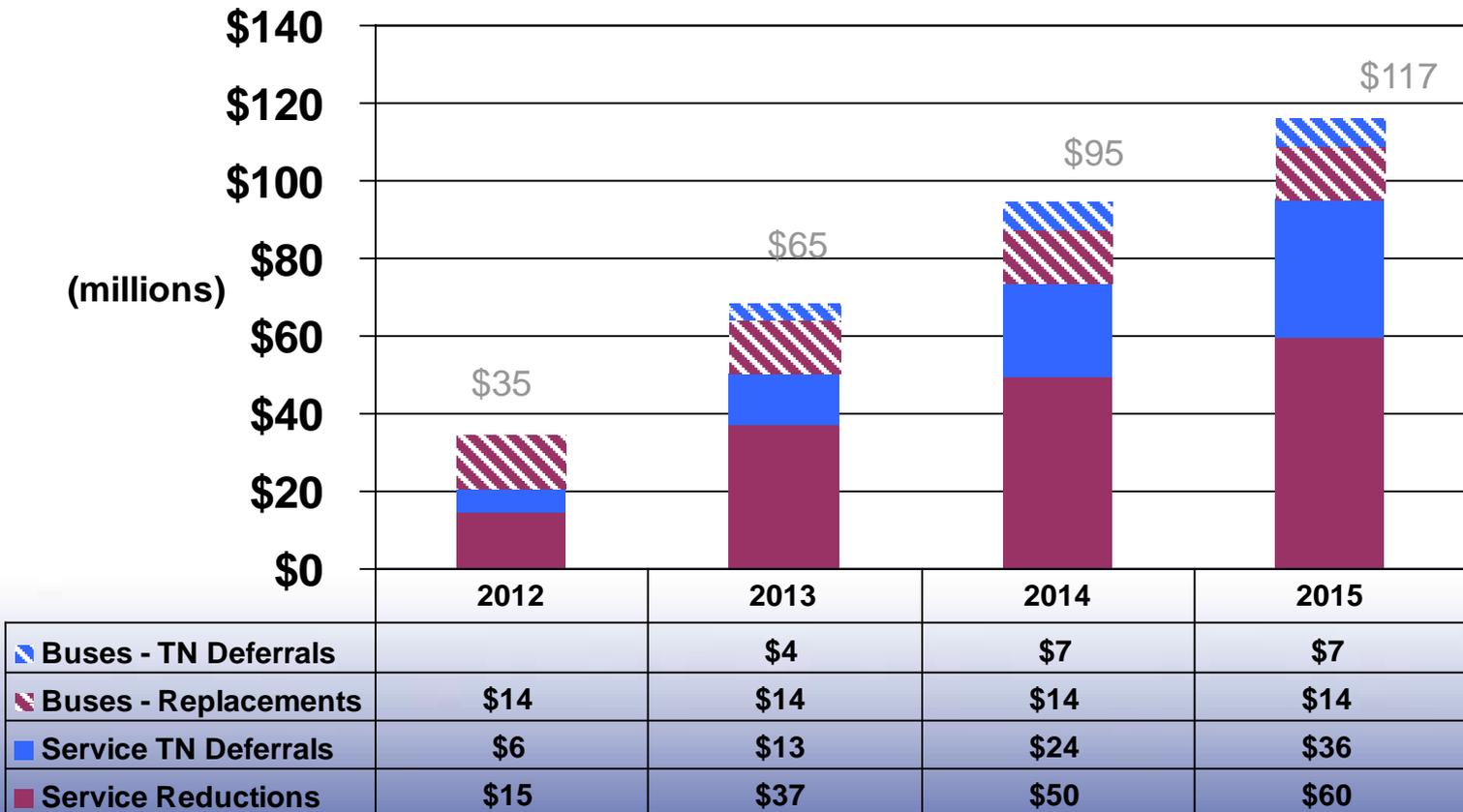
- By 2015 Metro will potentially provide 17% fewer service hours than in 2011



* Per financial plan adopted as part of the 2010/11 budget

To Retain Bus Service Levels 2012-2015

By 2015, KCM will need \$117 million in combined expense reductions and new revenue to maintain existing service and implement Transit Now as promised.



Cumulative Budget Gap 2012 – 2015 = \$334 million

Task Force Charge

- Consider a policy framework to guide the growth and, if necessary, contraction of King County Metro Transit's System.
- Develop recommendations that will identify short and long term objectives for transit service investment, and formulate a service implementation policy for implementing those objectives.



Task Force

Service Design Factors

- Land use
- Social equity and environmental justice
- Financial sustainability
- Geographic equity
- Economic development
- Productivity and efficiency
- Environmental sustainability*

Task Force Recommendations 1-2

#1 Create and adopt new performance measures

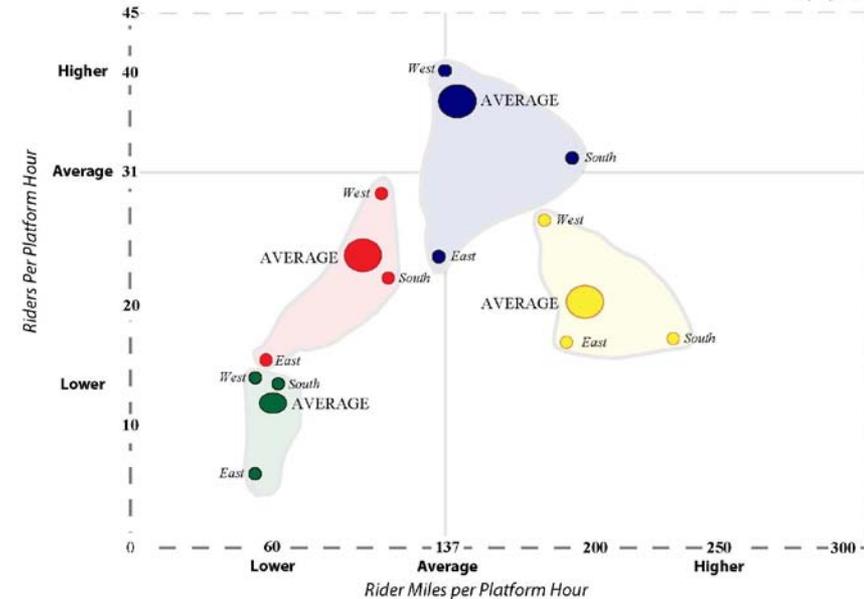
- Report at least annually
 - Key system design factors
 - Peer comparisons

#2 Control agency operating costs and create sustainable cost structure

Metro Fixed Route Service Families and Productivity Measures

By Area of King County

7/1/10



2009 Service Types

<p>Frequent Arterial</p> <p>30 minute headways or better, 16-18 hours a day Connect centers 56 routes 73.8 million rides 37.4 riders per platform hour 144 rider miles per platform hour</p>	<p>Peak Commuter</p> <p>Operates only in peak weekday travel periods Connect regional employment centers 99 routes 10.5 million rides 20.8 riders per platform hour 198 rider miles per platform hour</p>
<p>Local</p> <p>Operate no better than every 30 minutes Connect to other services and neighborhood centers 60 routes 30 million rides 25.1 riders per platform hour 97 rider miles per platform hour</p>	<p>Hourly</p> <p>Operate no better than every 60 minutes Provides basic transit access and coverage in low density areas 25 routes 1.2 million rides 12 riders per platform hour 60 rider miles per platform hour</p>

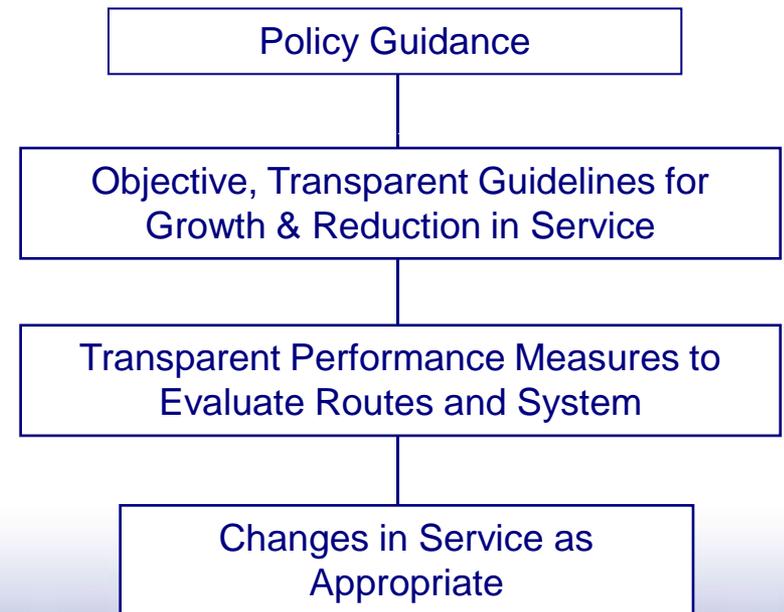
Task Force Recommendations 3-4

#3 Policy guidance for service reduction and growth decisions

- Emphasize productivity
- Ensure social equity
- Provide geographic value

#4 Create clear and transparent guidelines

- Use for service allocation decisions
- Base on policy direction



Task Force Recommendations 5-7

#5 Principles to develop service guidelines

- Be transparent, clear, measurable
- Use system design factors
- Address dynamic financial conditions
- Integrate with regional transportation system
- Develop thresholds to inform decision making

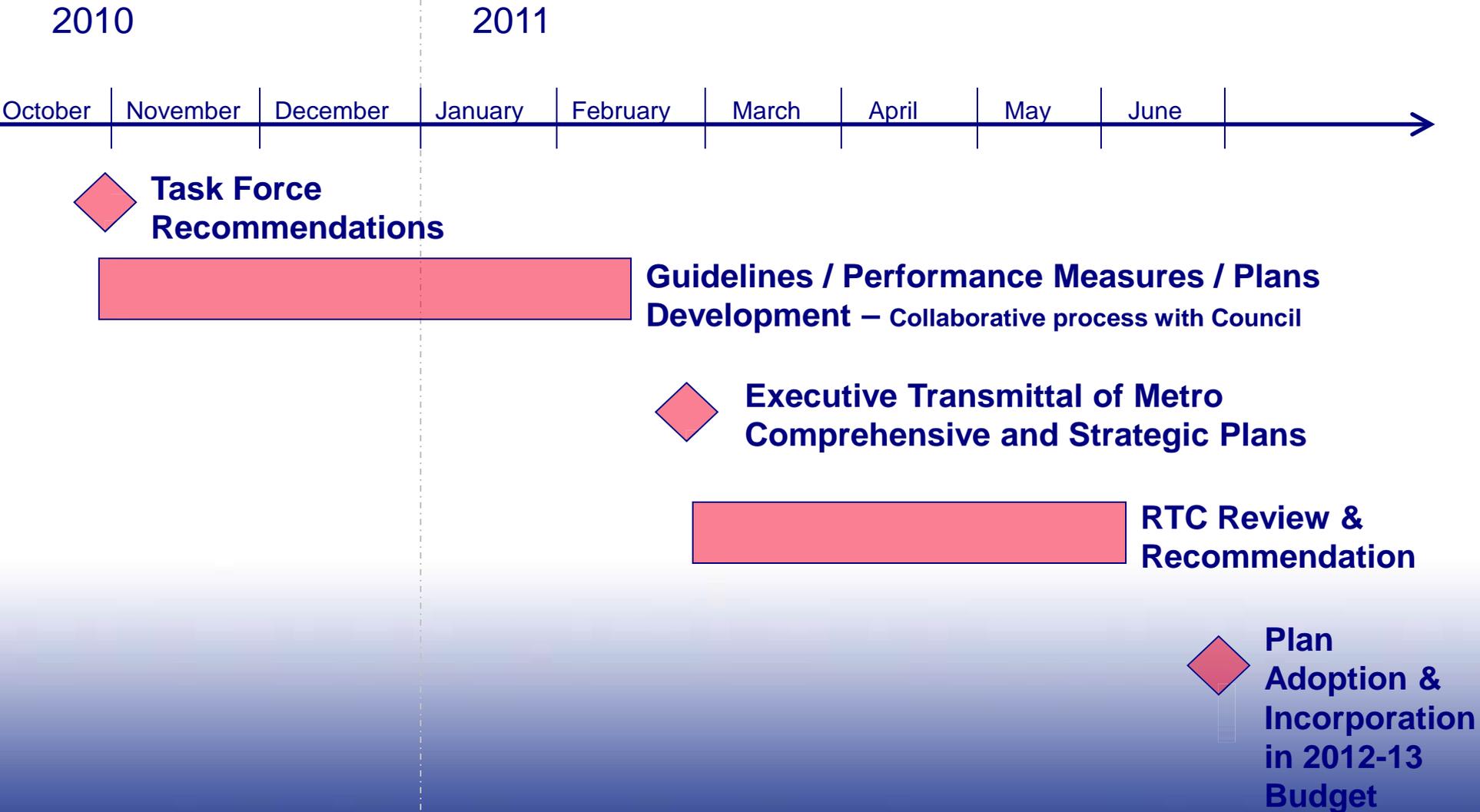
#6 Develop a broad coalition of community and business interests to pursue additional transit revenues

#7 Metro should use task force direction to update mission statement and create a vision statement

RTTF Next Steps

- Incorporate recommendations into planning documents
 - Update Comprehensive Plan
 - Update Strategic Plan
 - Develop Guidelines Document

Timeline and Process



Draft 9/23/10

RapidRide

*Frequent, Reliable
and Fast*



- **Frequent and Fast**
 - Don't need a schedule, show up and climb aboard
 - Vehicle design speeds loading/unloading
 - Fewer stops
 - Transit priority measures keep buses moving and on time
 - Proof of payment fare collection
- **Enhanced Rider Experience**
 - Easy to understand and simple to use
 - Enhanced passenger amenities
 - Real Time information and Wifi
 - Pay before or as you board



RapidRide B Line

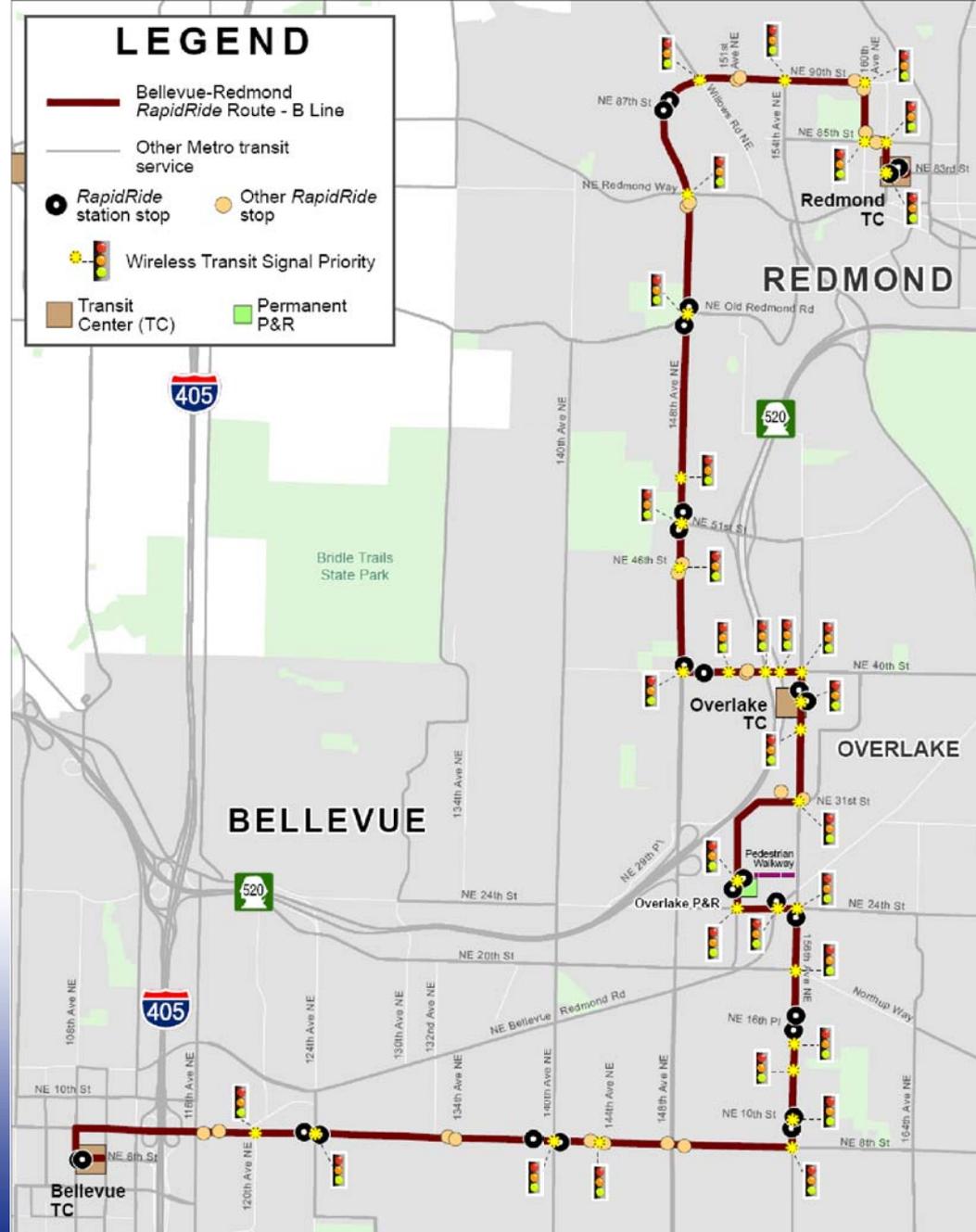
Bellevue/Redmond via Overlake and Crossroads

- Alignment Selected 2009
- 2009/2010 Engineering and Design
- Network Integration Planning 2010
- Construction Spring 2011
- Service begins October 2011



B Line

- Transit Now Speed and Reliability Partnership with Bellevue and Redmond
 - Comprehensive Transit Signal Priority Program
 - Reduce travel time by 20% and prevent bus bunching
 - 10,000 hour service reward



B-Line Integration



Bellevue-Redmond Transit CONNECTIONS



Conceptual Service Network

- Bellevue/Redmond Centered Public Outreach Process to:
 - Connect B Line with other Metro and Sound Transit services
 - Increase destinations attractive via transit
 - Improve bus service frequency
 - Improve coverage
 - Reduce duplication of transit service



SR 520 Urban Partnership Agreement

- Even with little priority to speed service and keep buses on time transit provides 15,000 daily crosslake rides, 10,000 of those during peak commute periods



- On weekdays between 7 and 8 a.m. transit carries \approx 25% of the people traveling westbound across the lake, that's equivalent to 1200 cars



SR 520 Urban Partnership Agreement

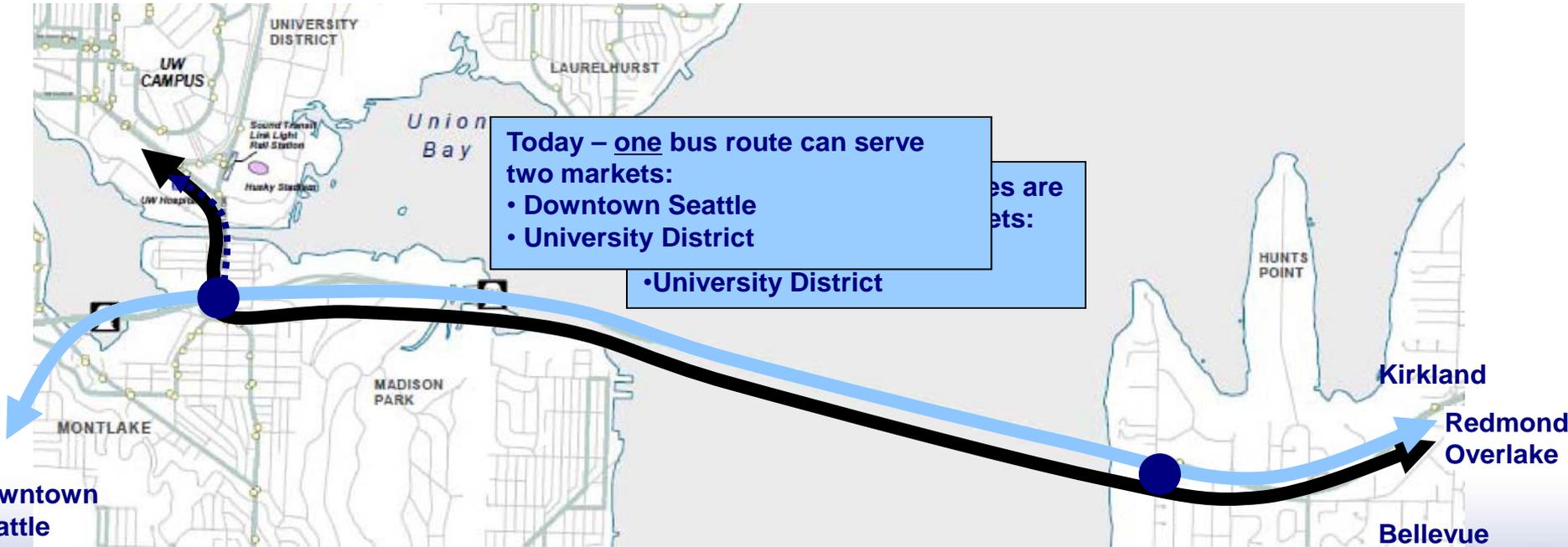
- Congestion management through variable Tolling, Transit, Telecommuting and Technology
- 2007: King County, WSDOT and PSRC were awarded \$154 million
 - \$41 million for transit capital improvements
 - Partners committed to add 90 one-way peak period trips on core and other related bus service along SR520
 - Operation funding provided locally



520 Bridge Replacement and HOV Project

- Manage traffic congestion and increase capacity
- Highly collaborative design process
- Upon project completion, the HOV lanes are projected to carry as many people as a general purpose lanes during the peak hour
- Key Transit issues remain
 - Adjust service delivery strategy to:
 - Take advantage of Transit priority elements
 - Adjust to the removal of the Montlake Freeway Station
 - Funding for required new service strategy

Montlake Freeway Station



UPA Service



October 2010:

- Improved frequency to 10 min. peak, 15 min. midday and 30 min. evening between Eastgate and U-District
- Added 3 AM & PM trips between Houghton P&R and Seattle CBD
- Extended trips to Totem Lake Transit Center and First Hill
- New ST connection: Redmond - U District

February 2011:

- Improved frequency to 15 min. from 8AM - 3PM between Kirkland & CBD
- Added 3 AM & PM trips between Woodinville P&R and Seattle CBD
- New SR-522 service: Kenmore – South Lake Union – First Hill