

How a Great City Moves

Presented by E. Susan Meyer, CEO

June 21, 2011

“We need to start thinking of public transportation as a critical utility – like power and water services.”

***John English, CEO
Utah Transit Authority***



The Past

Relevant Today



The Present



- Over 11 million rides given per year
- Spokane County drivers save \$10 million in congestion-related costs annually



More than 20 percent of all Bloomsday participants use transit to and from the event.

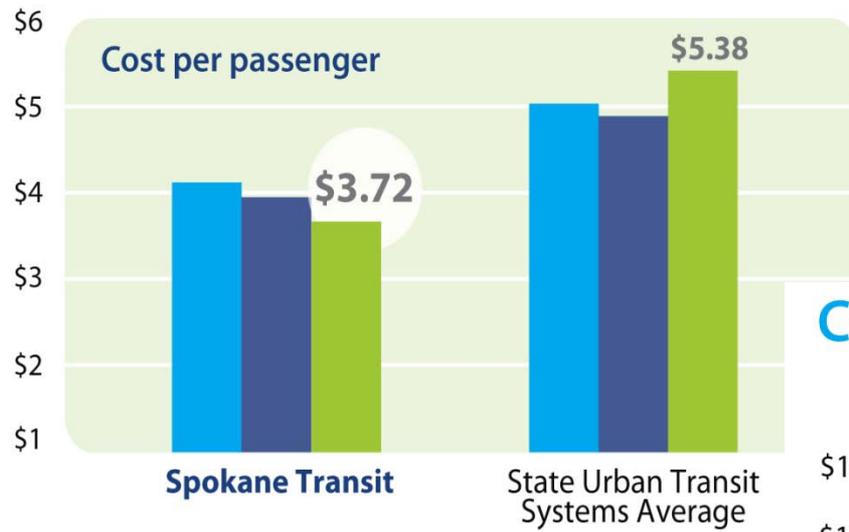


Seventeen percent of travelers on State Route 904 between Interstate 90 and Cheney use transit.

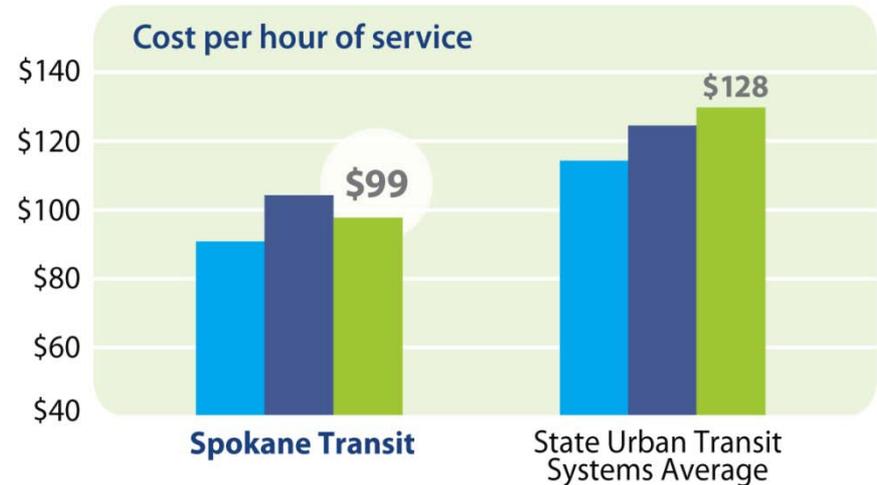


Transit ridership share on the Monroe St. Bridge exceeds that on both the Seattle I-90 and SR520 bridges combined.

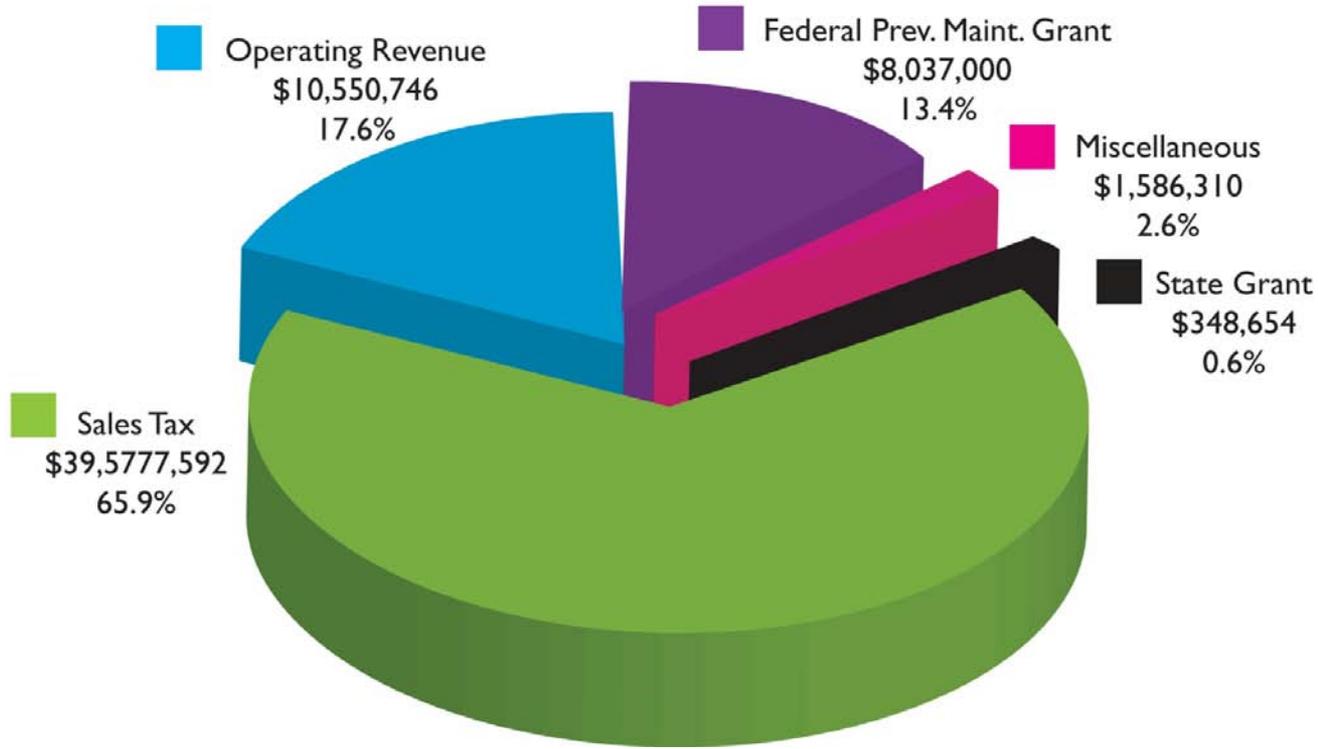
Cost Effectiveness Fixed Route Bus, 2007-2009



Cost Efficiency Fixed Route Bus, 2007-2009

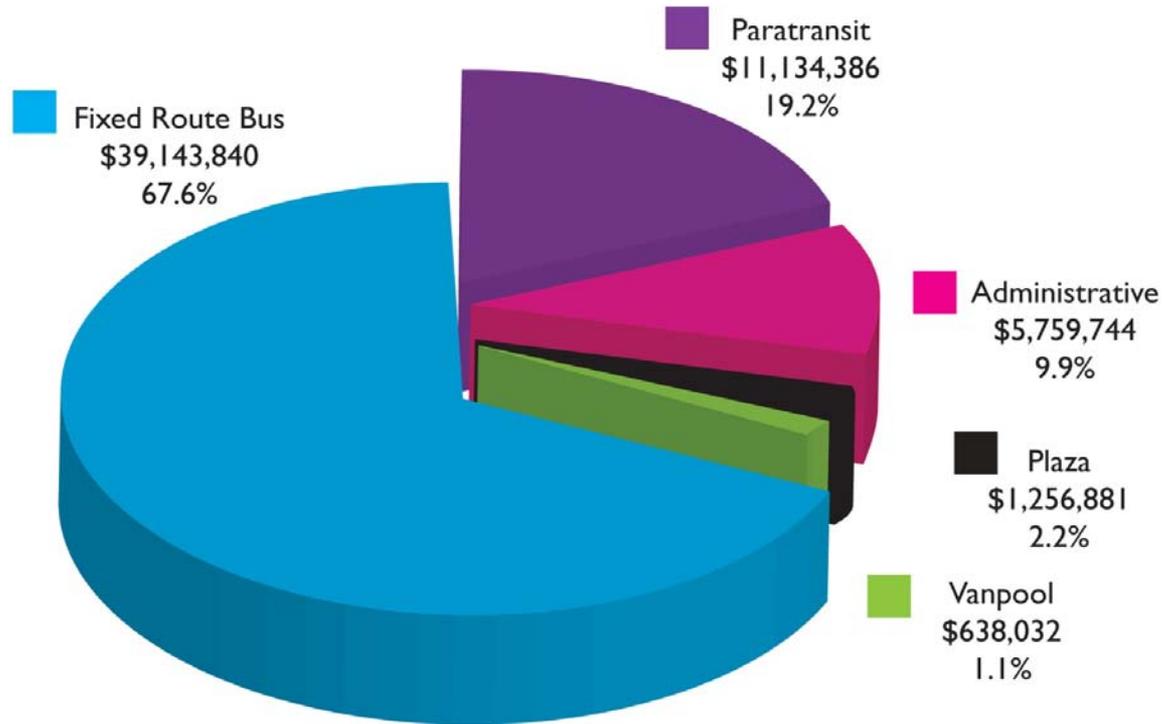


SPOKANE TRANSIT
2011 Budget - Estimated Revenue by Source
(Excludes Capital Assistance)



Estimated Revenue By Source: \$60M

SPOKANE TRANSIT
2011 Budget - Operating Expense by Division
(Excluding Capital Expenditures & Cooperative Projects)



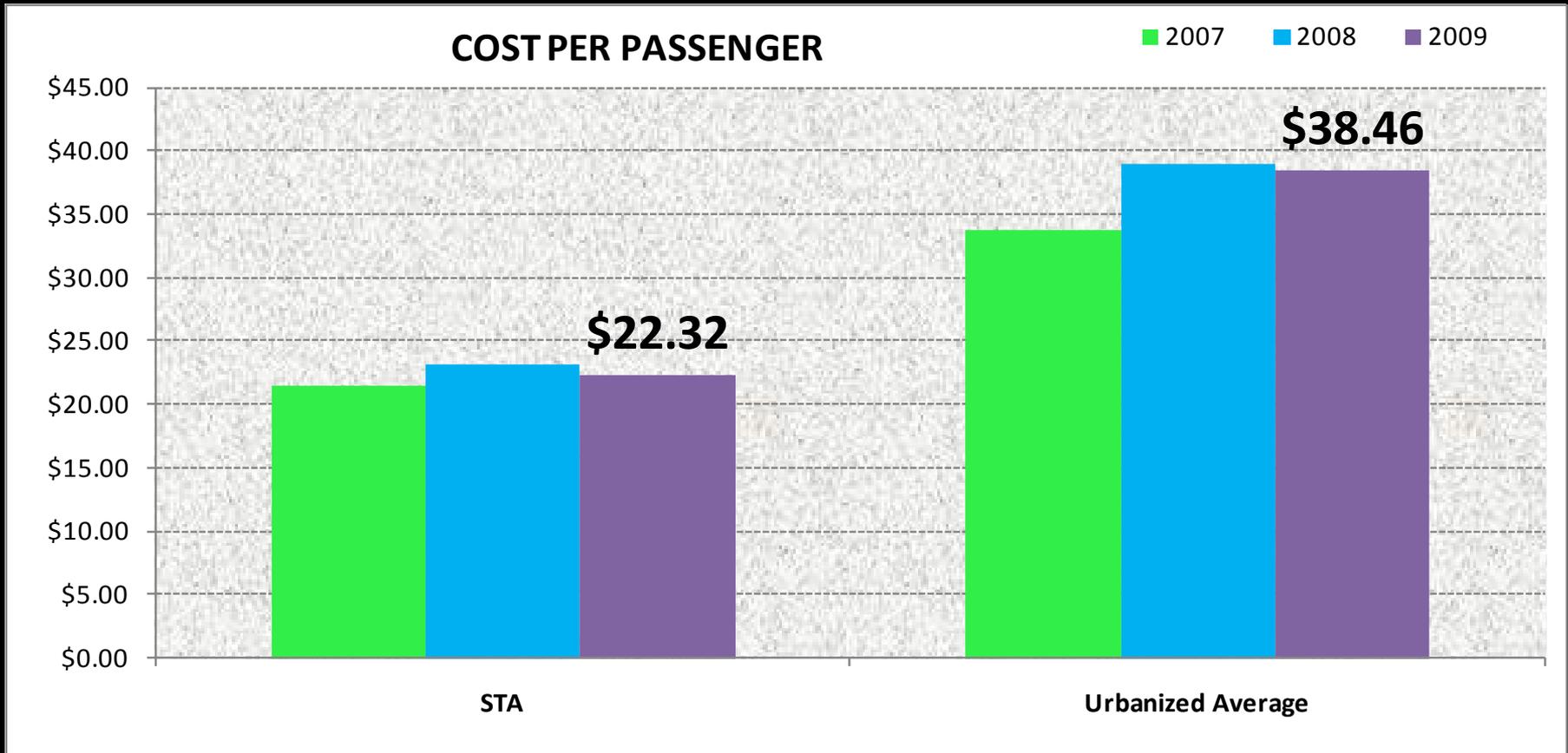
Expense By Division: \$58M



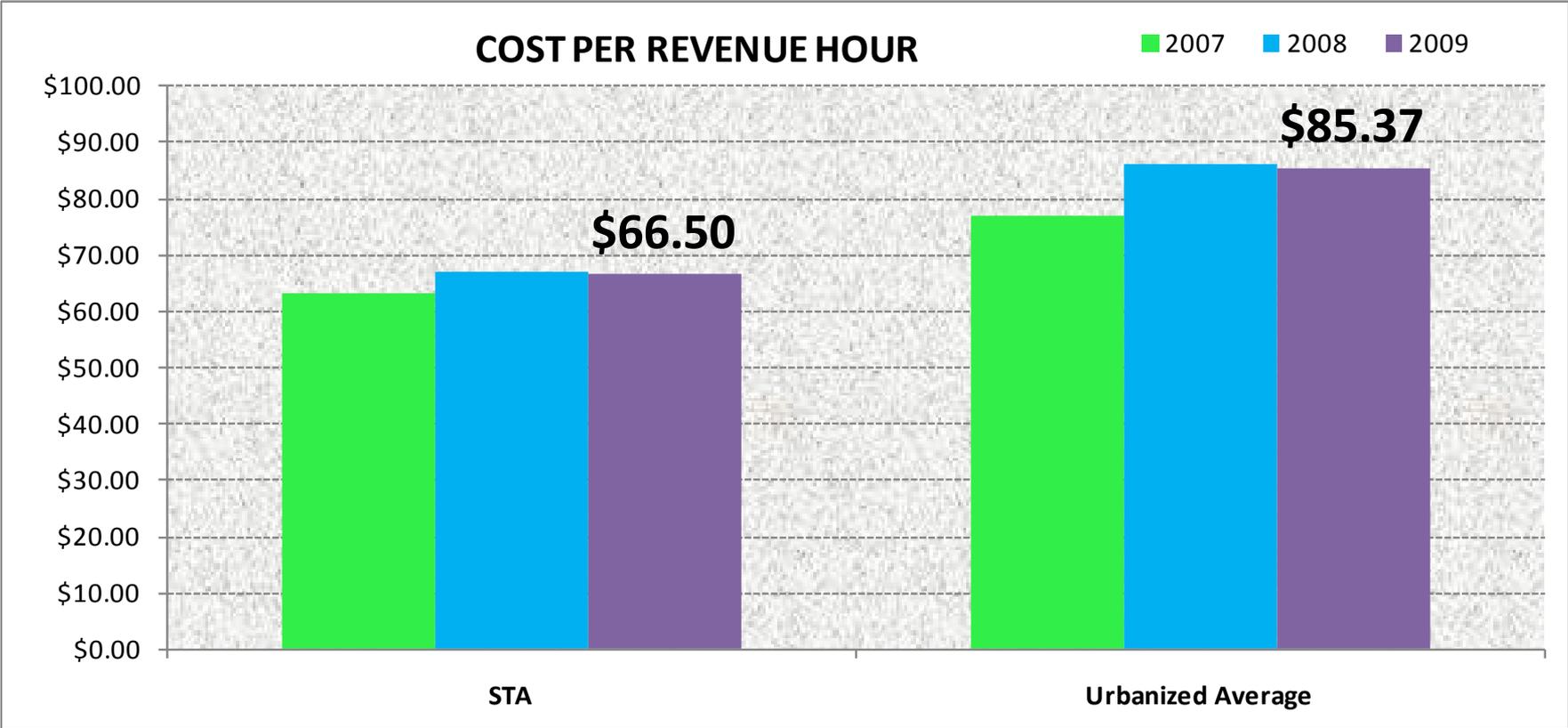
Paratransit in Spokane

- 500,000 annual trips
 - Per capita ridership is 2x higher than any WA urban system
 - 1/2 as many rides as King County Metro
 - Same number as Utah Transit Authority in SLC

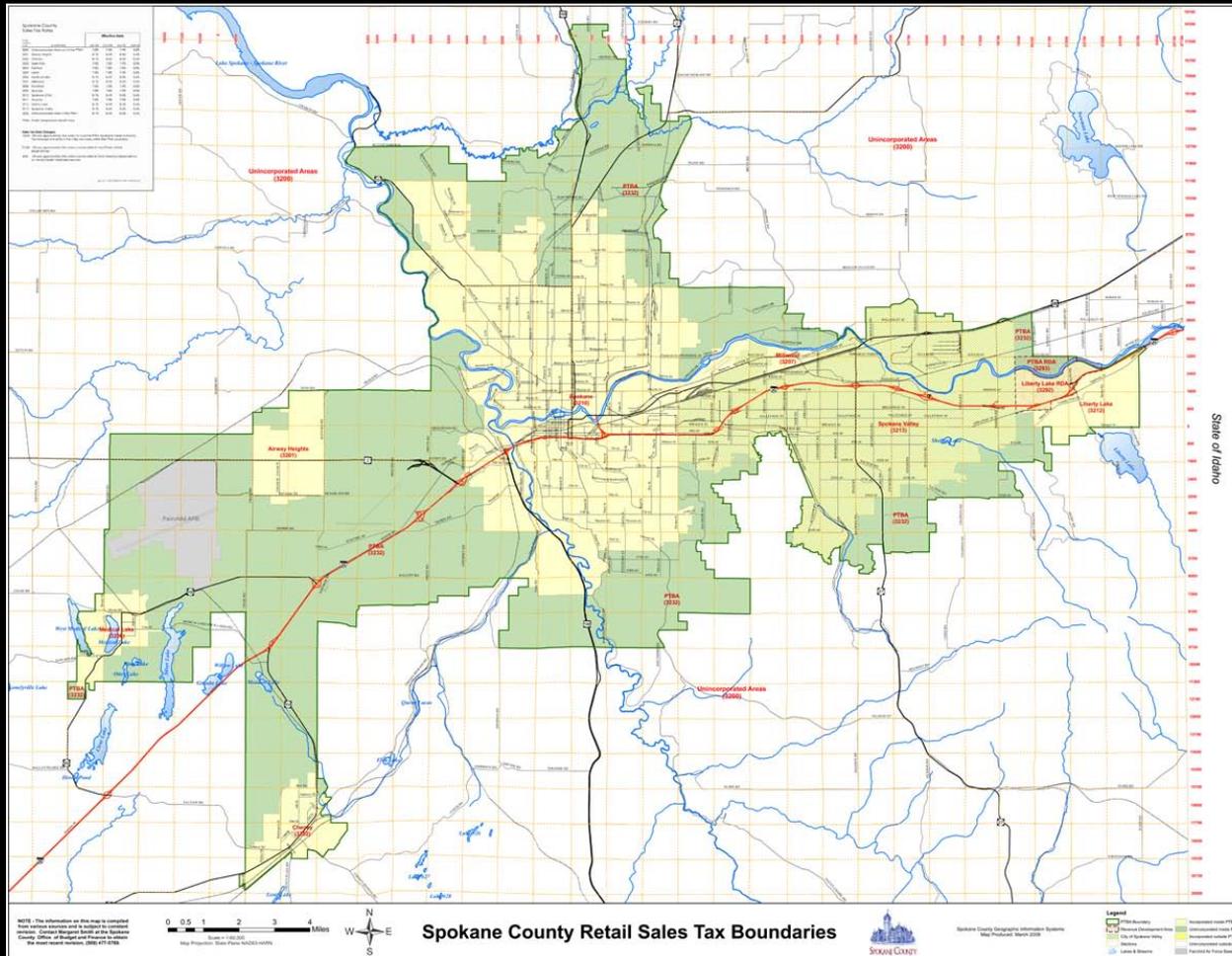
COST EFFECTIVENESS PARATRANSIT



COST EFFICIENCY PARATRANSIT



Current Challenges

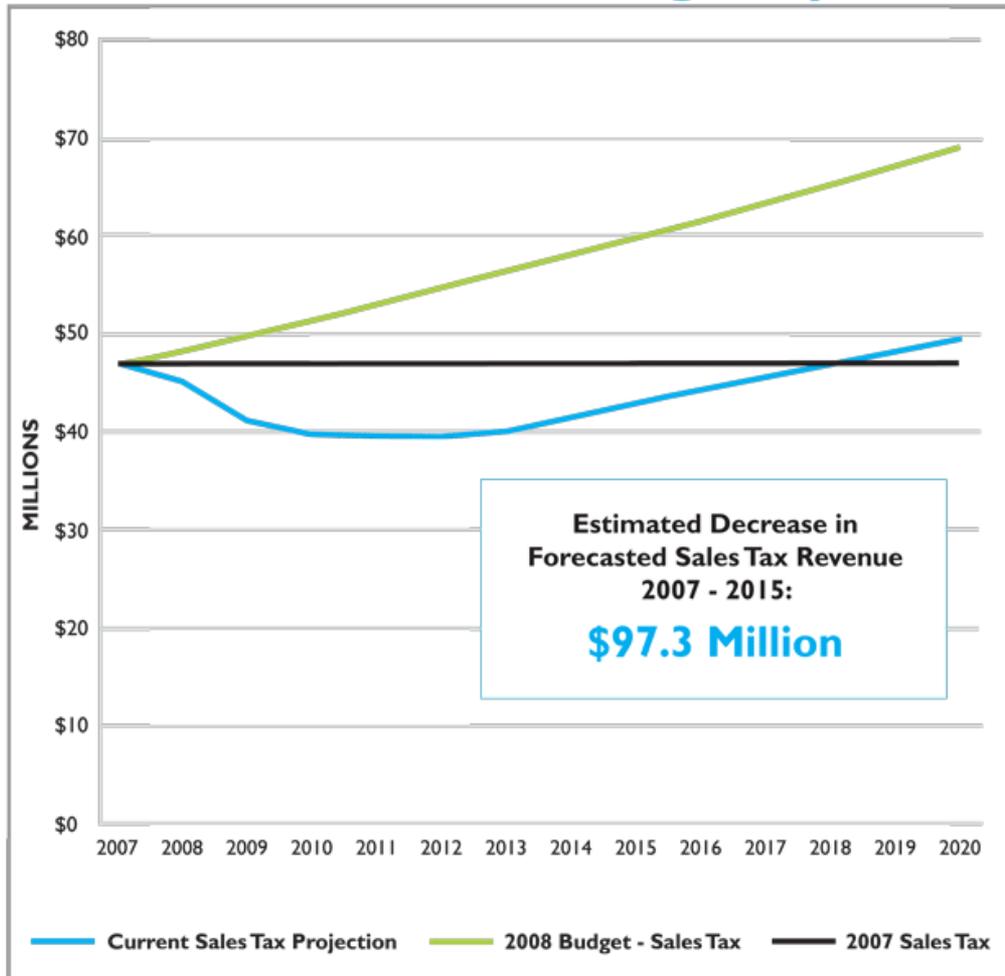


The Present



SALES TAX REVENUE GAP

2011 Budget Update



Live Within our Means

- Maintain quality
- Retain only essential capital projects
 - Smart Bus
 - Operational improvements to the Plaza
 - State of good repair
- Right-size passenger fares
 - Bus: \$1.50
 - Paratransit: \$1.25 / \$1.50 in 2012
- ATU 1015 contract zero in 2011 without guarantee rest of contract
- One year wage freeze for management/admin; 1%
- Savings in medical and retirement plans

Phased Service Reductions

2010: 3 percent

2011: 7 percent (Sept)

2012: Postponed to 2013

Preserve Foundation for Future Service

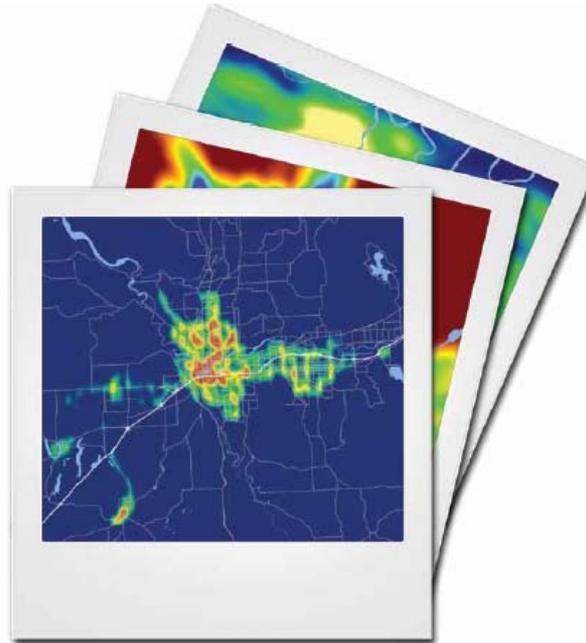
- Increase connectivity for University District
- Streamline service on key corridors
- Eliminate low ridership routes & segments
- Sustain frequent service to Spokane Airport
- Retain service to Fairchild Air Force Base



The Future

Connect Spokane

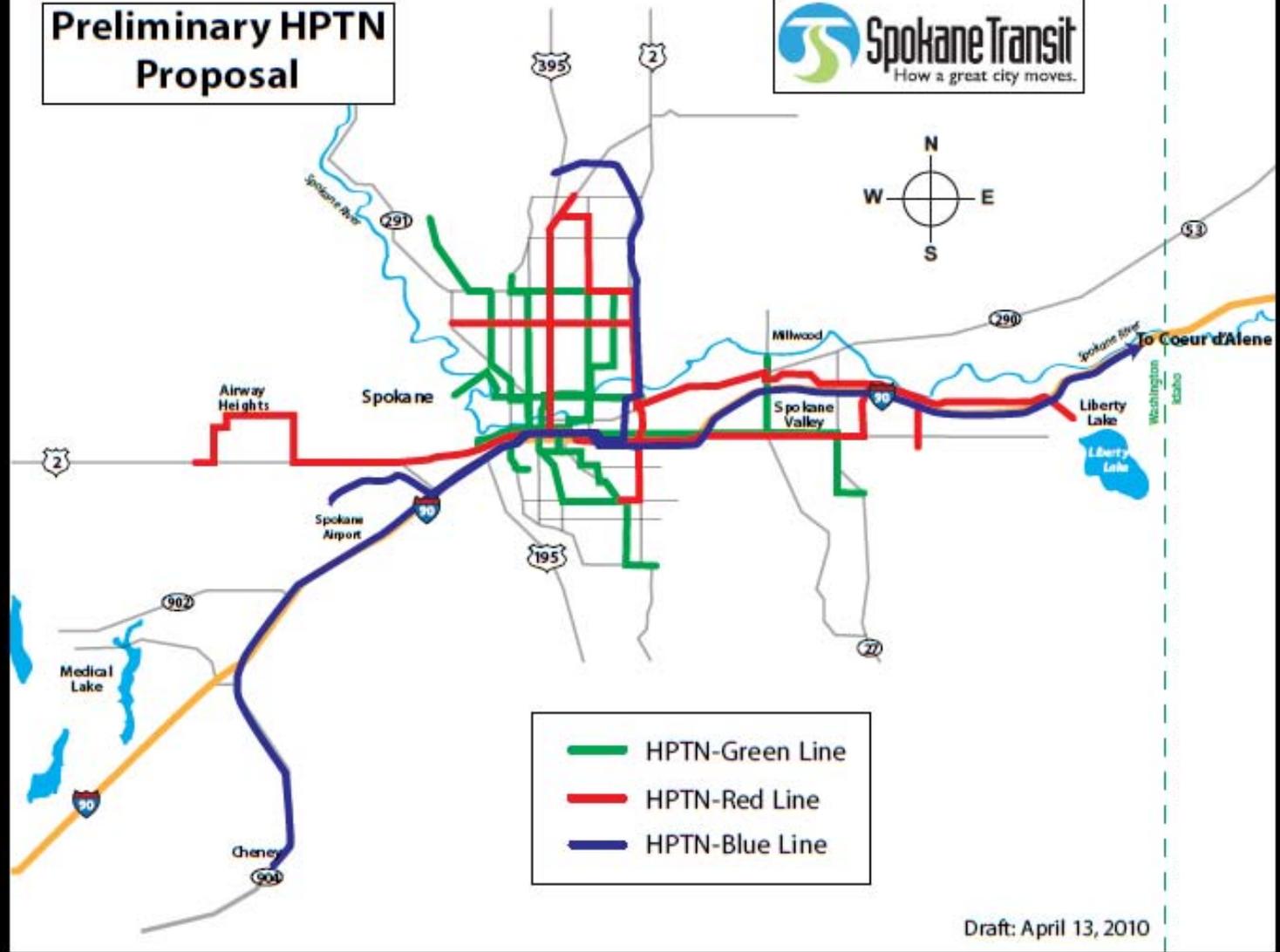
A COMPREHENSIVE PLAN
FOR PUBLIC TRANSPORTATION



Adopted 2010



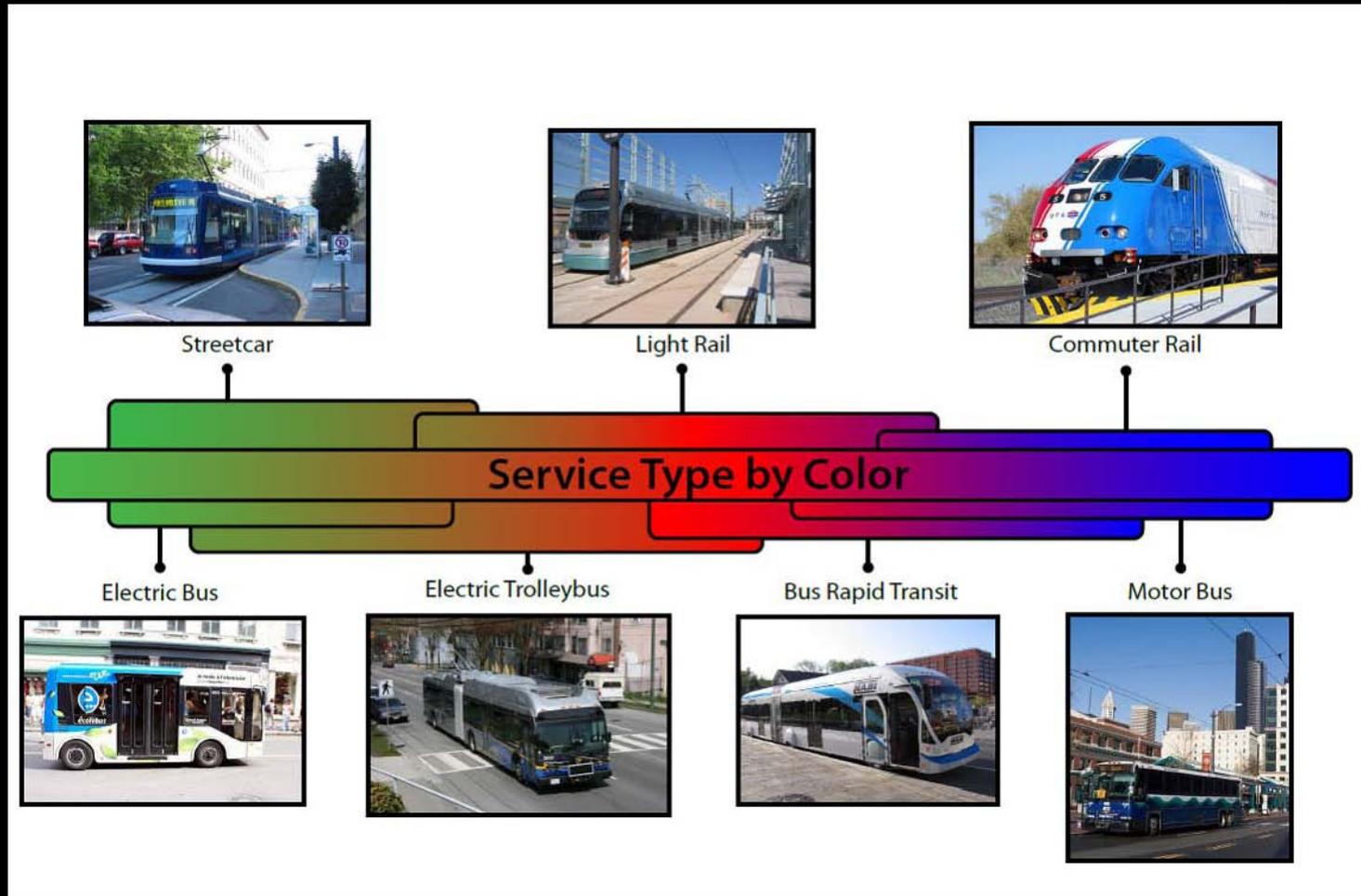
Preliminary HPTN Proposal



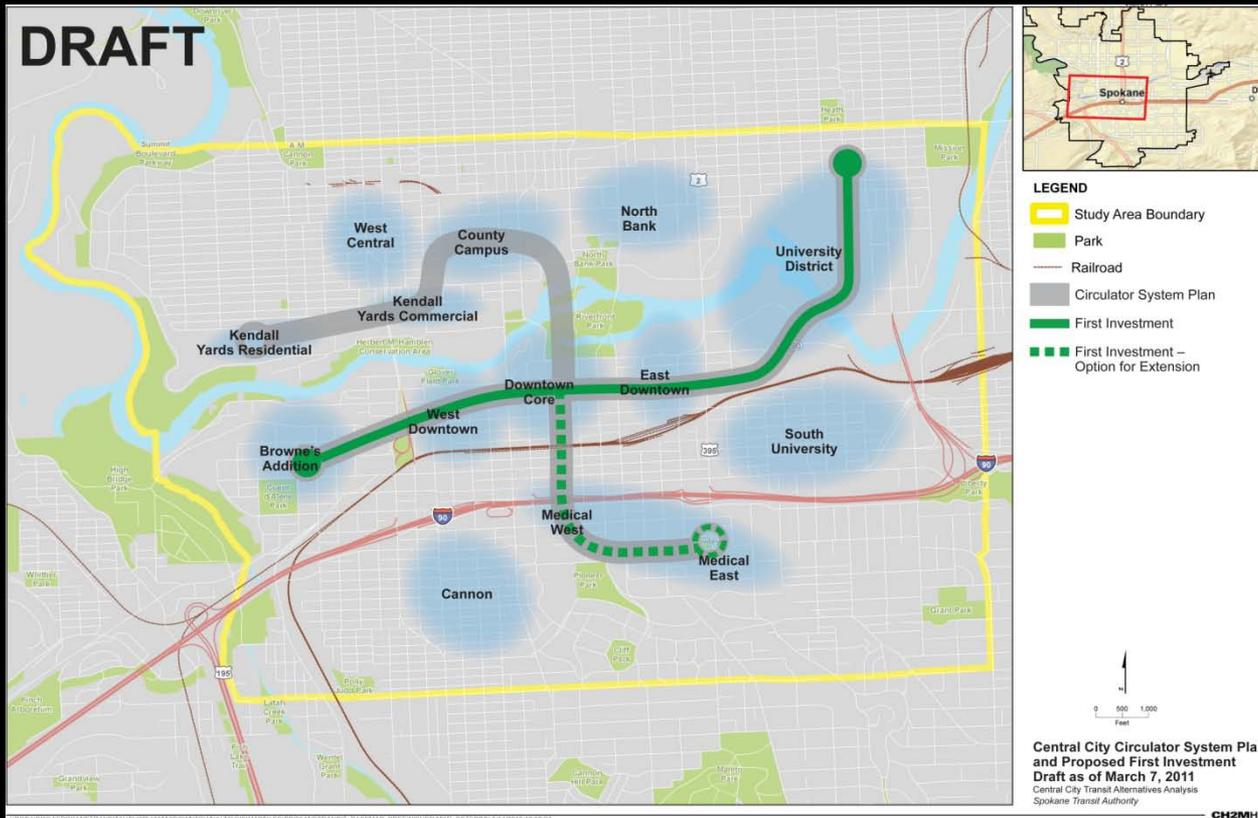
Draft: April 13, 2010



High Performance Transit:



High Performance Transit: Central City Transit Alternatives Analysis



Central City Transit Alternatives Analysis: Modes Under Consideration

- Enhanced Bus



Everett, WA

- Electric Trolleybus



Lyon,
France

- Streetcar



Portland, OR

Central City Transit Alternatives Analysis: Modes Under Consideration



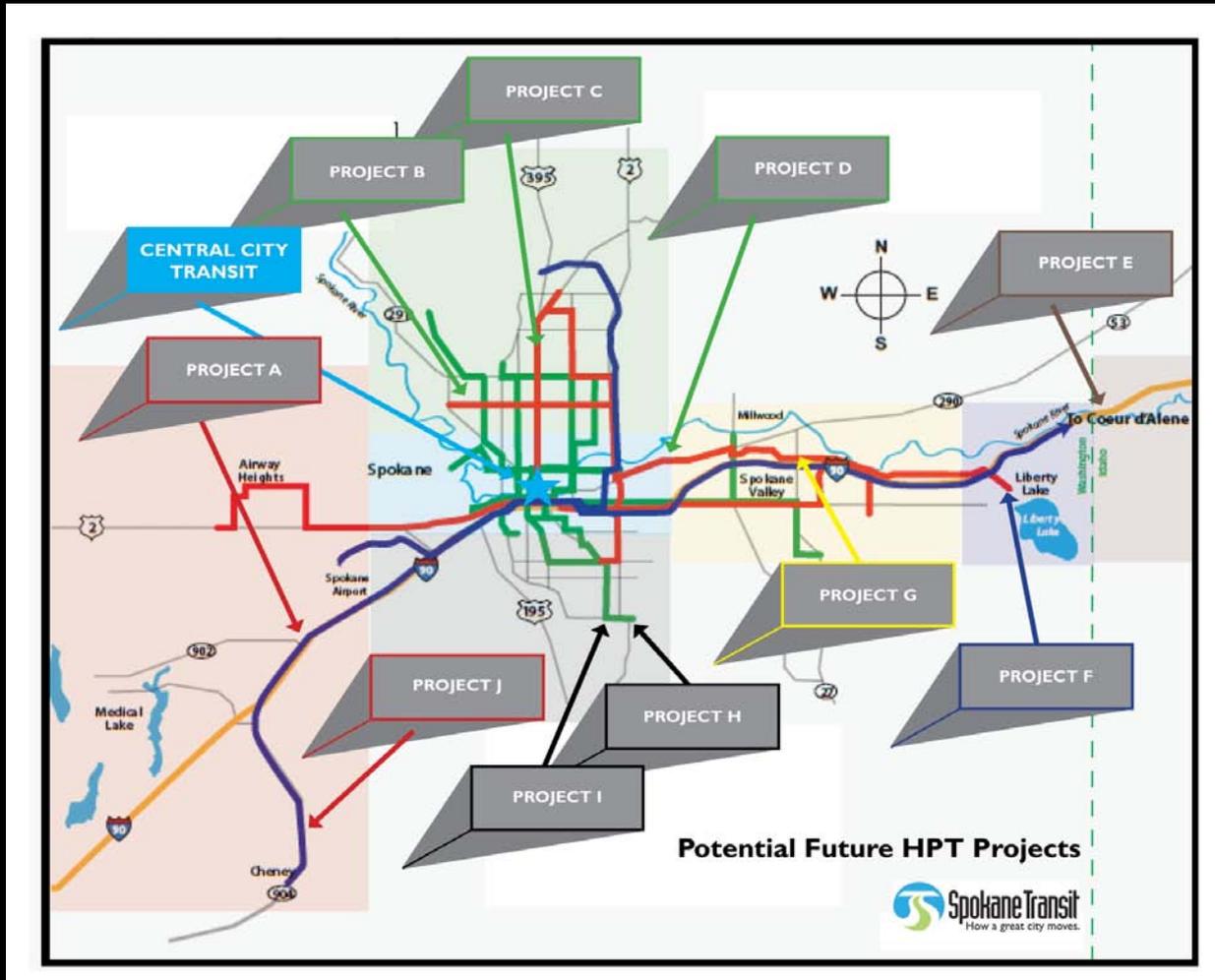
- Enhanced Bus

Central City Transit Alternatives Analysis: Modes Under Consideration

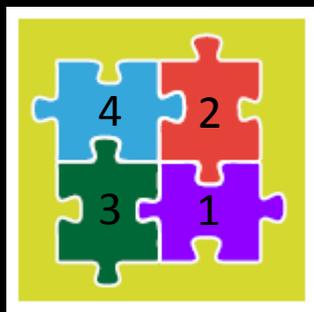
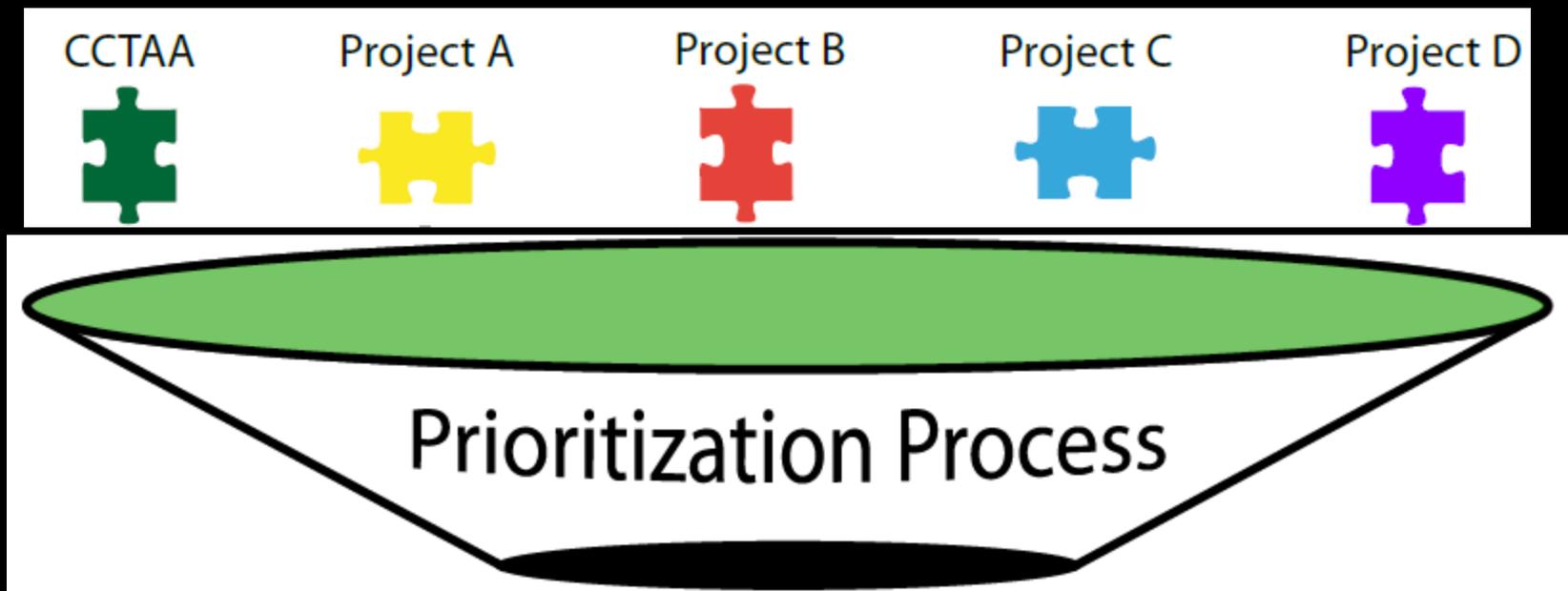


- Electric Trolleybus

High Performance Transit:



High Performance Transit:



Funding and Implementation



How a Great City Moves