Bellevue Transit Master Plan

City Council

May 6, 2013

1. March 11 Council Briefing
2. Market Strategies Report
3. “Abundant Access”
4. Metro’s Financial Outlook
5. May 20 Council Action

Tonight’s Agenda

1. **Transit conveys multiple public benefits: economic, environmental, community, and individual.**

2. **Bellevue Transit Master Plan (TMP) scope of work comprises three major elements supported by extensive outreach and technical analysis.**

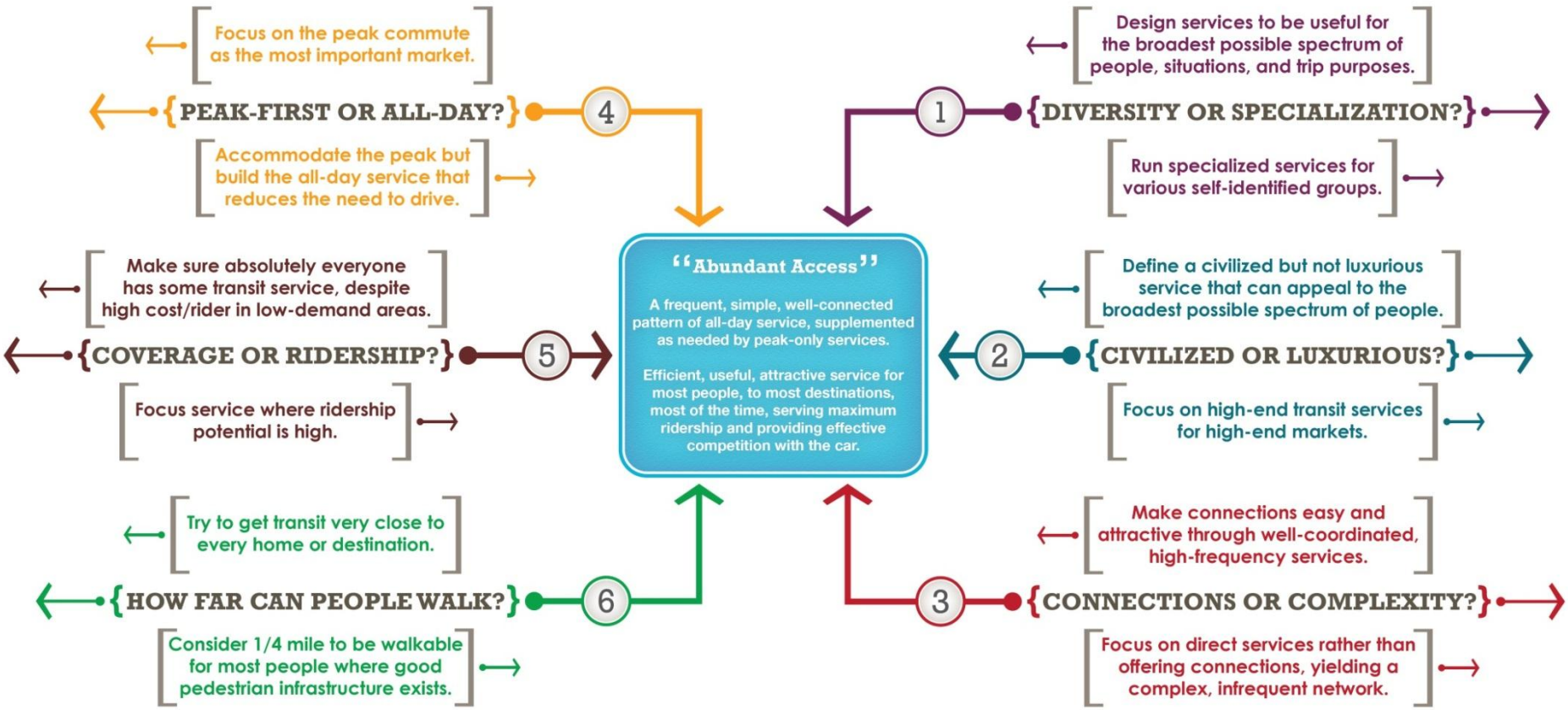
3. **The Service Element, the current phase of analysis, identifies the City's transit service priorities that are responsive to different financial scenarios and attune to different time horizons.**

4. **Existing Conditions: (i) Usage is increasing; (ii) Highest priority is a frequent, well-connected route network; (iii) Current sources of funding are inadequate.**

5. **Future Conditions: (i) Pop/emp growth expected to increase usage; (ii) Greatest opportunities include travel within Bellevue, to/from Eastside, and I-405 corridor; (iii) Roadway investments will enhance service delivery & rider experience; (iv) East Link represents a transformational opportunity.**

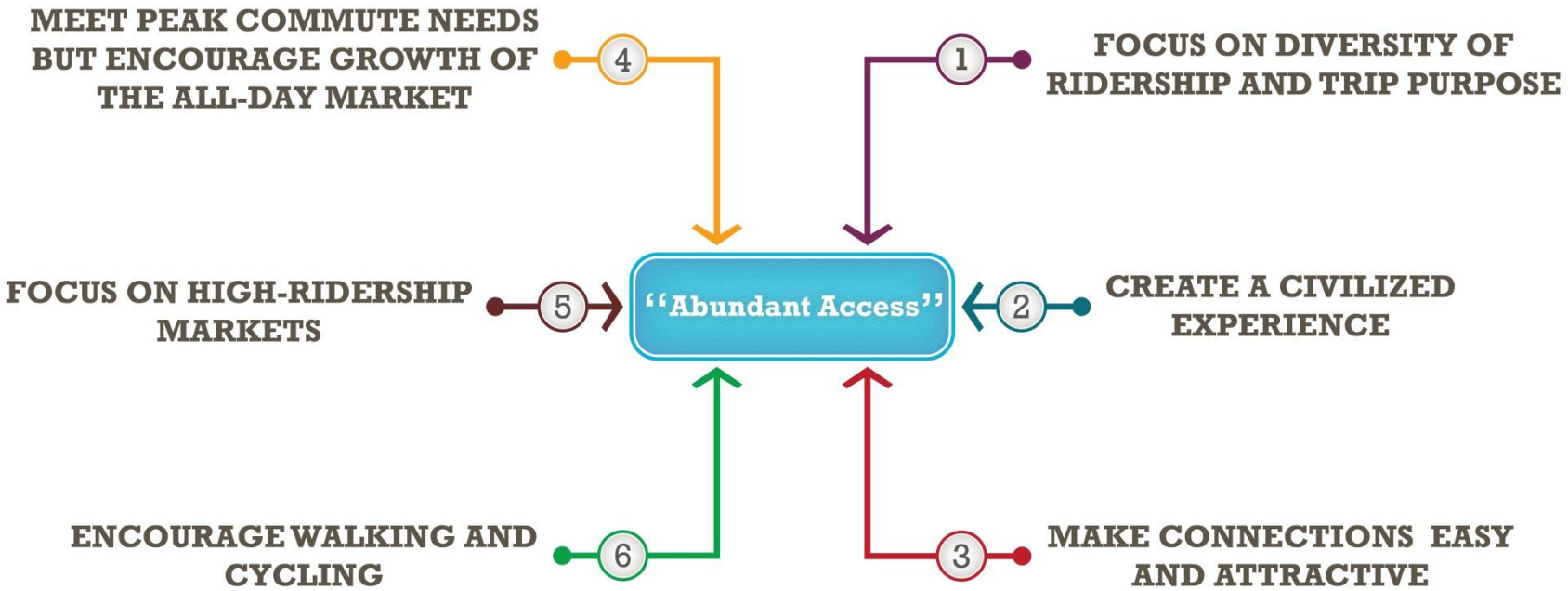
6. **Network design process assessed competing priorities and involved active participation of: (i) Bellevue staff and Boards & Commissions; (ii) Transit agencies; (iii) Eastside jurisdictions; (iv) Business community; (v) Educational institutions; (vi) Human service agencies.**

7. **"Abundant Access" vision based on: (i) Extensive outreach; (ii) Council approved Project Principles; (iii) Review of current transit network; (iv) Assessment of the attitudes and preferences that drive traveler choices; (v) Evaluation of future travel markets.**

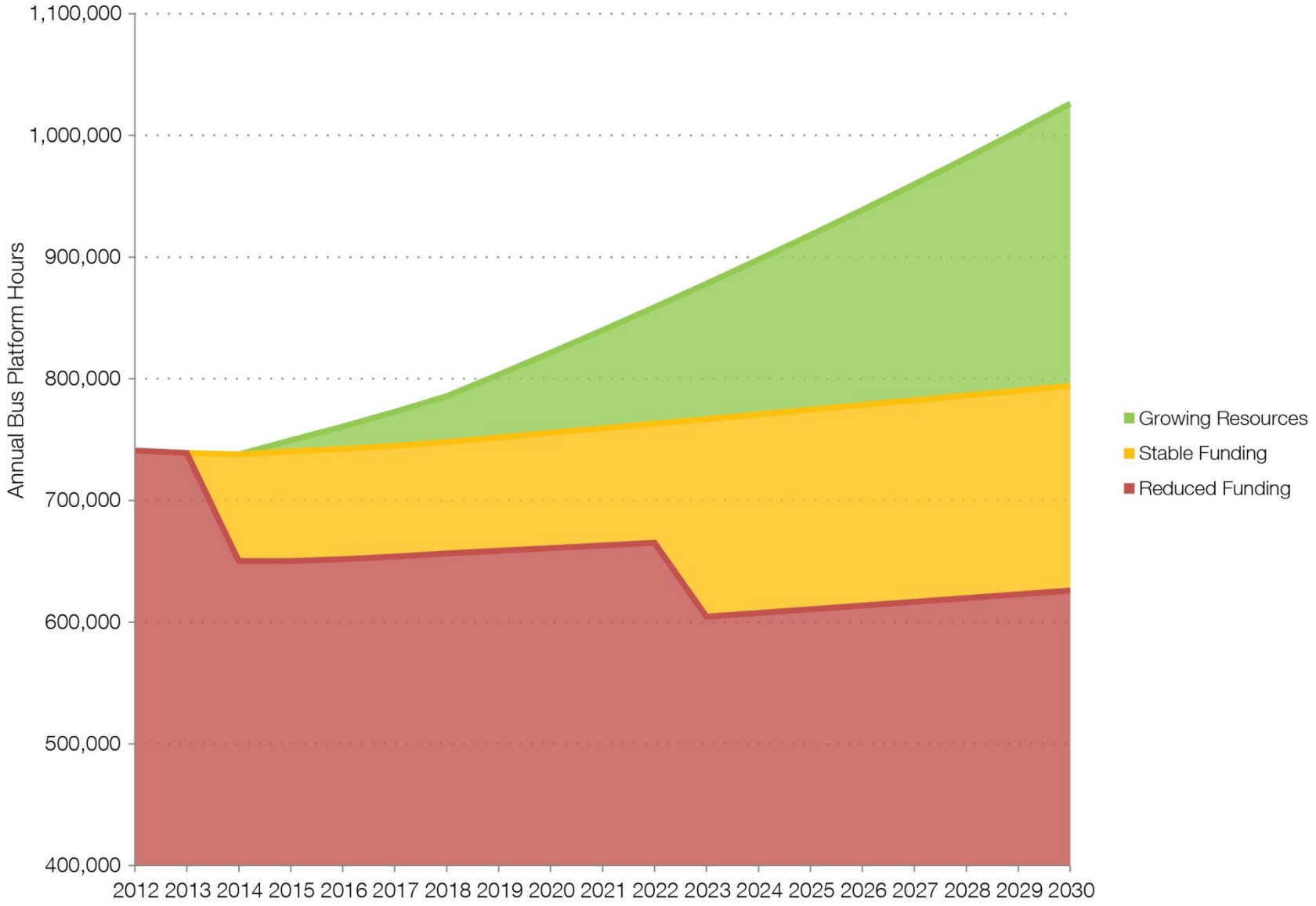


Bellevue Transit Master Plan

"Abundant Access" Trade-Offs



Market Driven Strategies



Bellevue Transit Master Plan

Funding Scenarios

The City Council's endorsement of the market driven strategies provides Bellevue staff with the guidance required to more effectively assess and respond to current and future proposed service adjustments from Sound Transit and King County Metro.

http://www.bellevuewa.gov/bellevue-transit-plan.htm

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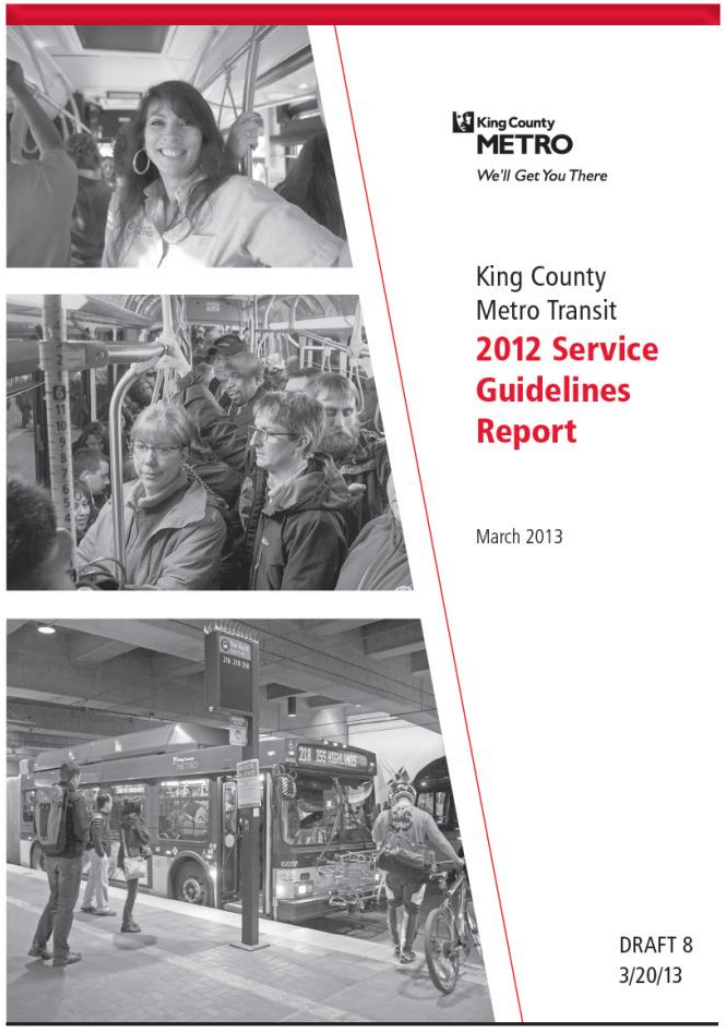
Metro Transit
2012 Service Guidelines Report

Bellevue City Council

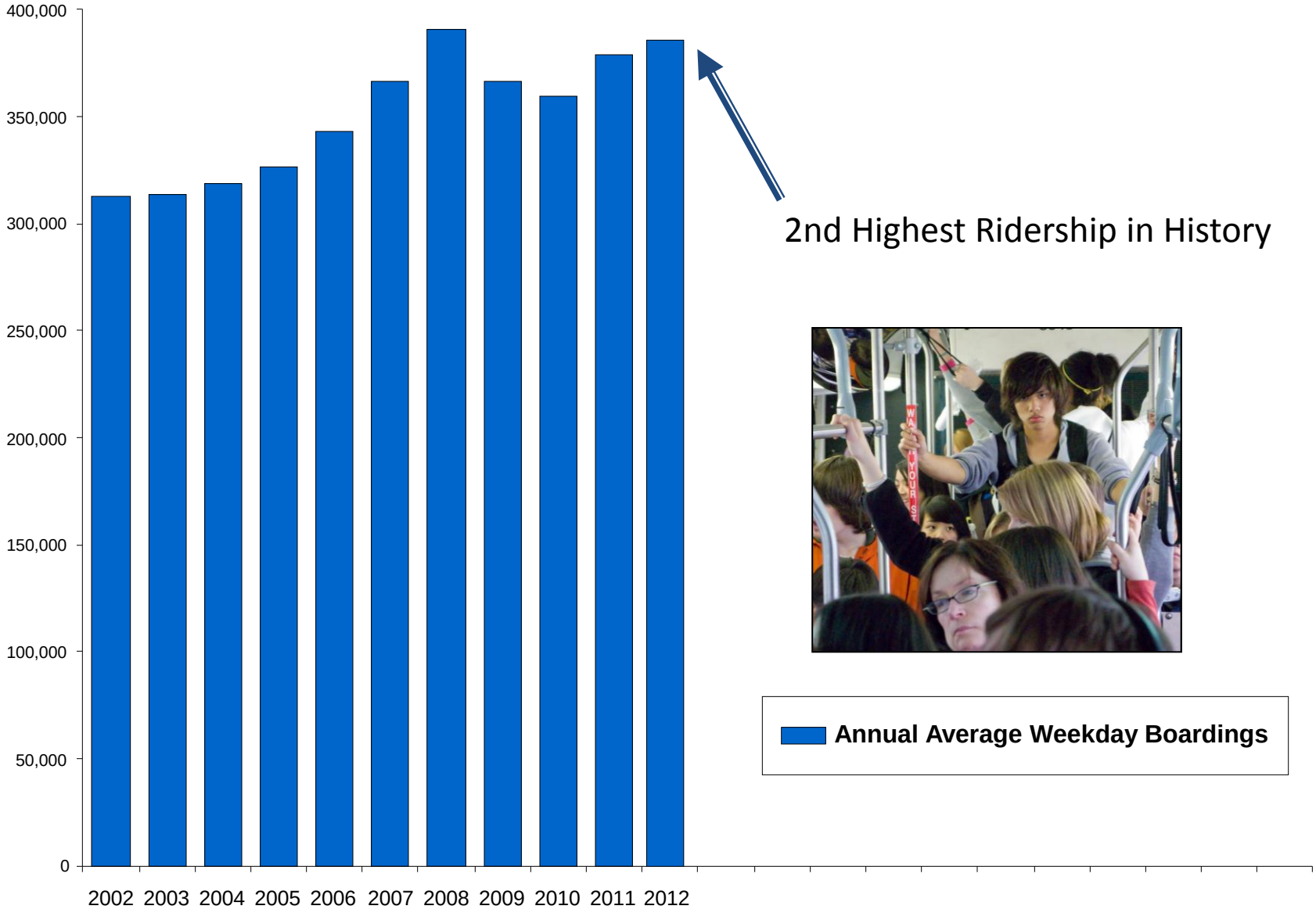
May 6, 2013

Purpose Today

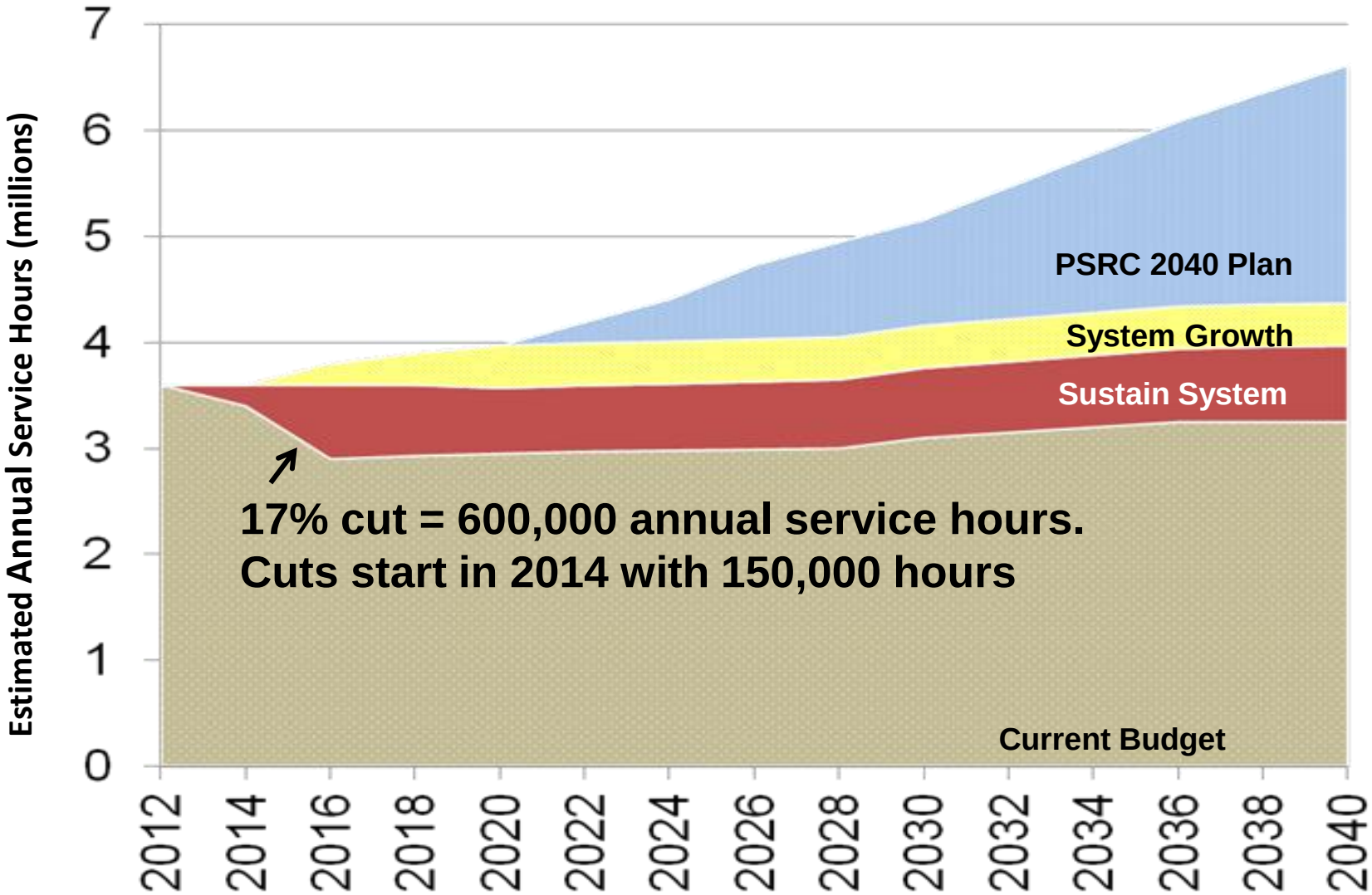
- Service Needs and Financial Recap
- Service Guidelines Report
- Service Reduction Illustration



Average Weekday Ridership on Metro's Buses and Trolleys



Metro Service Needs



Actions to Reduce Metro's Deficit

(2009-2013)

Updated 4/9/13	Cumulative Total Through 2013	Ongoing Annual Savings
I. Ongoing productivity/efficiency actions		
• Transit program efficiencies*		
➡ Scheduling efficiencies	$34 million	$13 million
➡ Non-service & staff reductions	$55 million	$14 million
➡ Other program efficiencies	$15 million	$5 million
• Bus service reductions	$23 million	$8 million
• Labor cost savings	$36 million	$17 million
• Service deferrals	$41 million	$36 million
II. Revenue related actions		
• Fare increases	$145 million	$35 million
• Property tax**	$66 million	$18 million
• Congestion Reduction Charge (temporary)***	$39 million	
• Ride Free Area Elimination		$2 million
III. One-time actions (cash savings)		
• Capital program cuts	$180 million	
• Fleet replacement reserves	$93 million	
• Operating reserves	$41 million	
• 2009 savings i.e. hiring freeze	$20 million	
• Healthy incentives program****	$10 million	
Total	**$798 million**	**$148 million**

*Transit program efficiencies include a number of savings associated with staff reductions as well as implementing recommendations from the 2009 transit performance audit

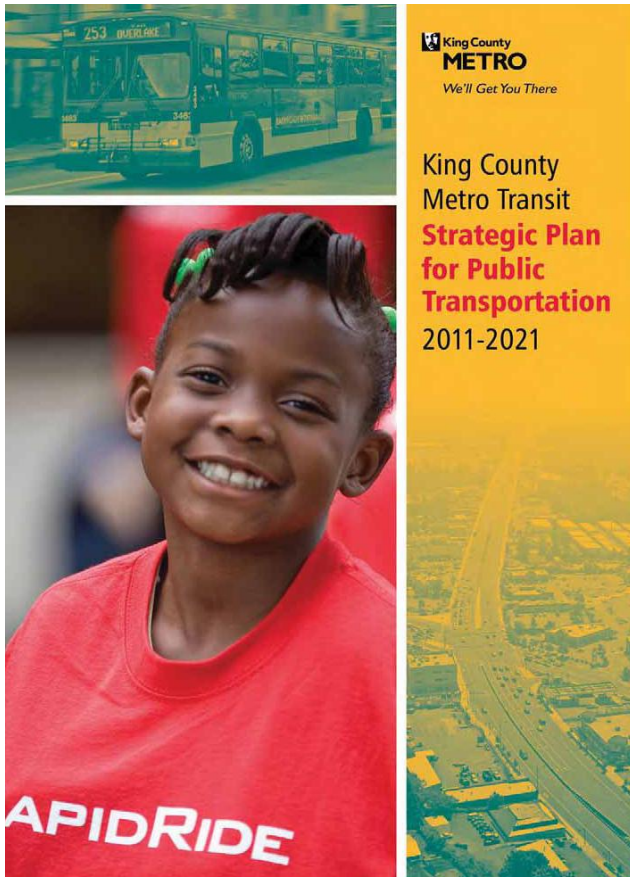
** Property tax swap with King County Ferry District; amount shown reflects 5.5 cents/$1000 assessed value moved from Ferry District to Metro, excludes 1 cent for SR 520

***$50 million through 2014 or total over the two-year collection period

**** Metro's participation in the County's Healthy Incentives program has helped control employee health costs, which saved about $10 million between 2007 and 2011. This program continues to provide ongoing savings.

Strategic Plan for Public Transportation

- **Guides Metro toward a vision for public transportation**
  - Builds on King County's Strategic Plan 2010-2014
  - Drawn from the recommendations of the Regional Transit Task Force in 2010
- **Navigates the road ahead to meet complex challenges**
  - Sets a vision, goals and objectives
- **Ensures success: monitoring performance**
- **Manages the system**
  - Service guidelines help plan and manage the transit system whether **expanding, reducing or revising** service
  - Balance **productivity, social equity and geographic value**

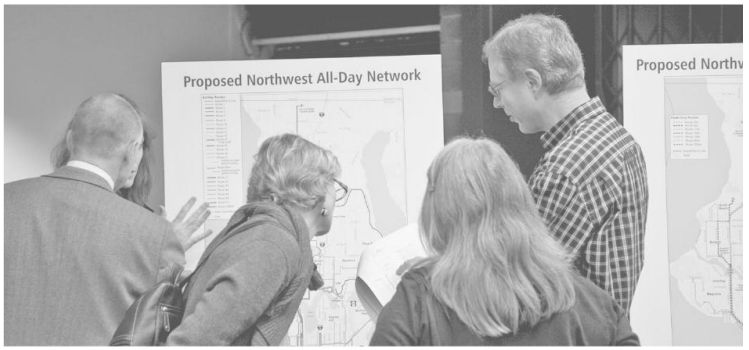


Service Guidelines

The service guidelines define **a transparent process using objective data that helps Metro make decisions** about adding, reducing and changing transit service to deliver productive, high-quality service where it's needed most.

King County Metro Service Guidelines

Land Use	Households within ¼ mile of stops per corridor mile	50% of highest score	4
		33% of highest score	0
	Jobs within ¼ mile of stops per corridor mile	16% of highest score	5
		<16% of highest score	0
Social Equity and Geographic Value	Percent of boardings in low-income census tracts[1]	Above system average	5
		Below system average	0
	Percent of boardings in minority census tracts[2]	Above system average	5
		Below system average	0
	Primary connection between regional growth, manufacturing/industrial centers	Yes	
		No	
	nection between transit activity	Yes	
		No	



2012 Service Guidelines Report

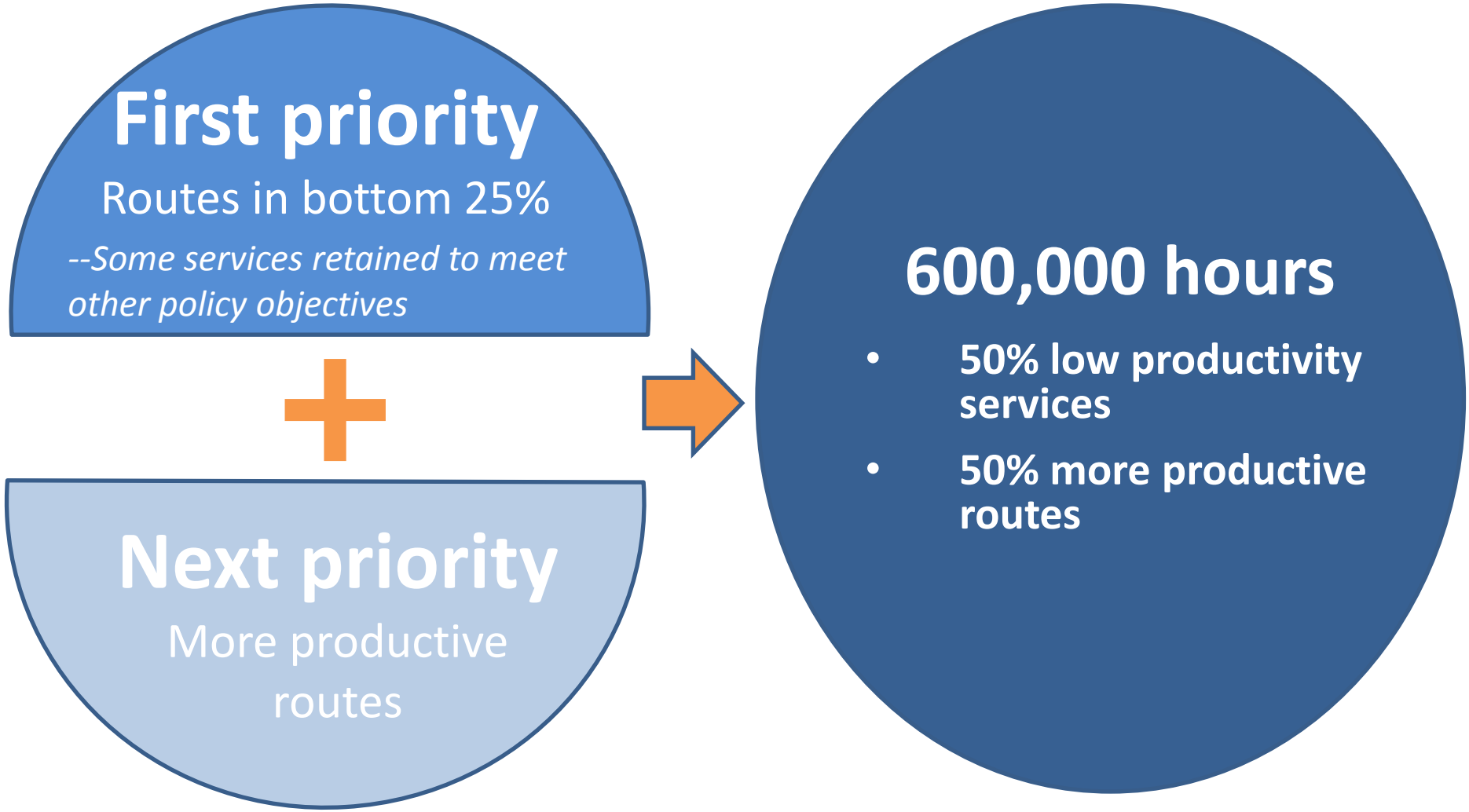
- Objective
- Clear
- Transparent

Service investment priorities	
Service quality (unreliable and overcrowded services)	**24,500 hours**
Service below target levels	**309,800 hours**
Total	**~334,300 hours**

Service reduction priorities

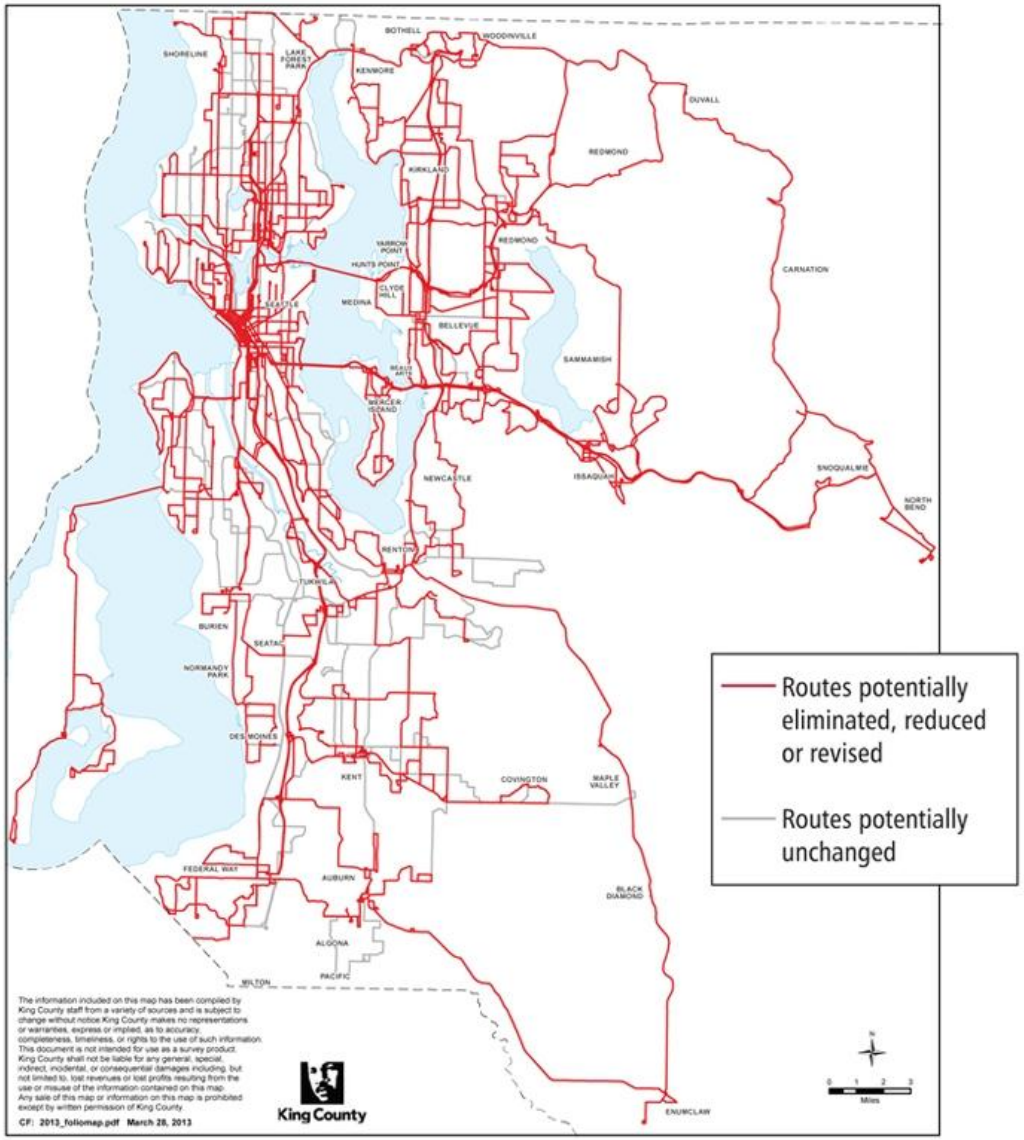
- Routes with high and medium potential for reduction

Getting to 600K: Reduction Priorities



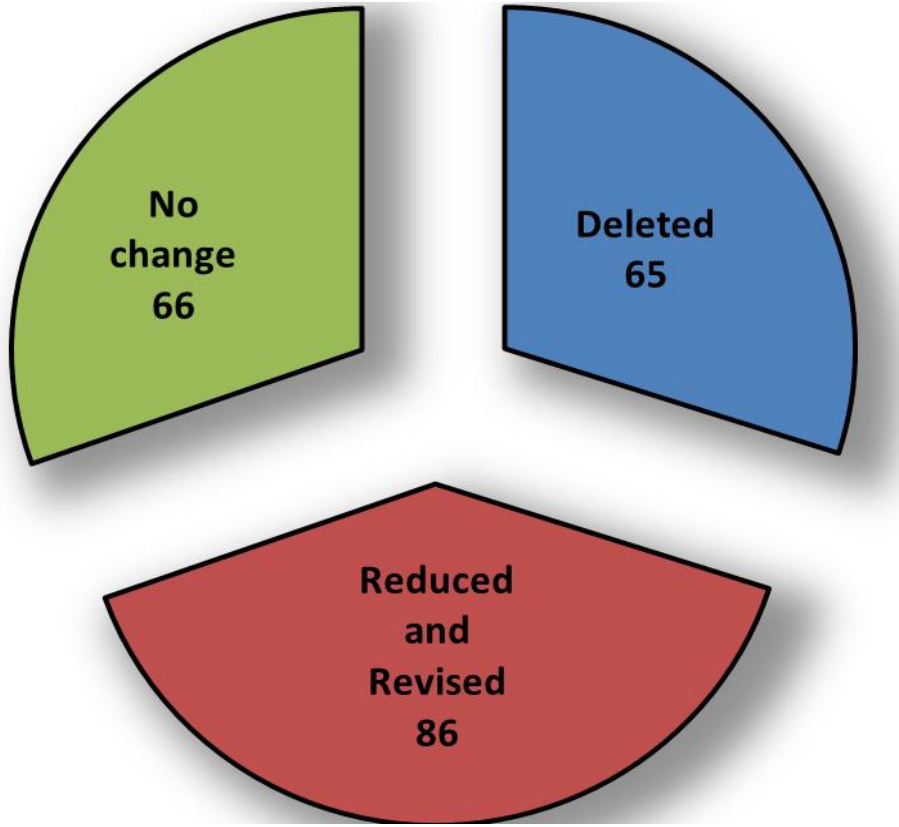
Service Reduction Illustration

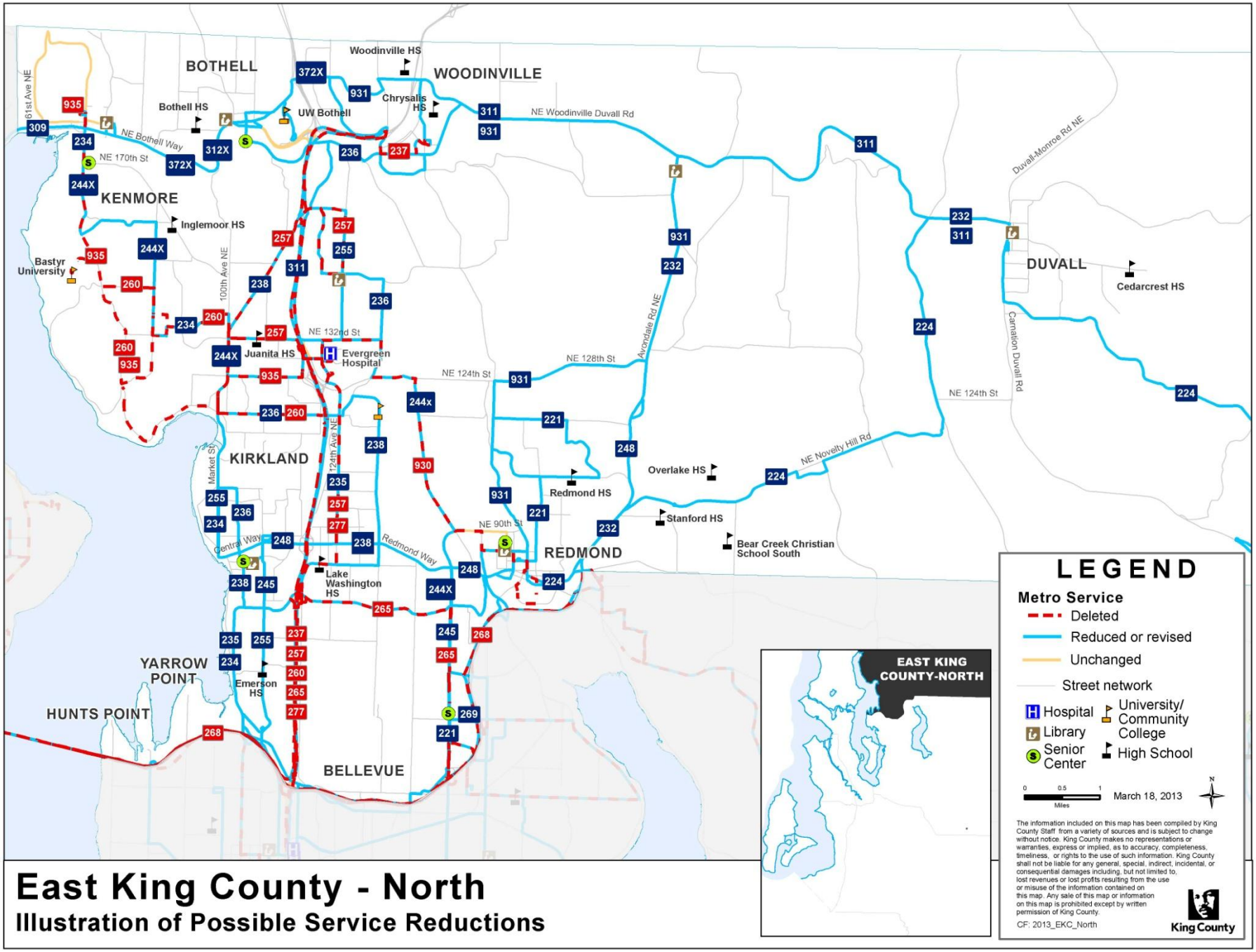
- Applies service guidelines to determine where service should be eliminated, reduced or revised
- Illustrates possible impacts of a large-scale reduction
- Affects all service, including low and higher productivity routes



Service Reduction Illustration

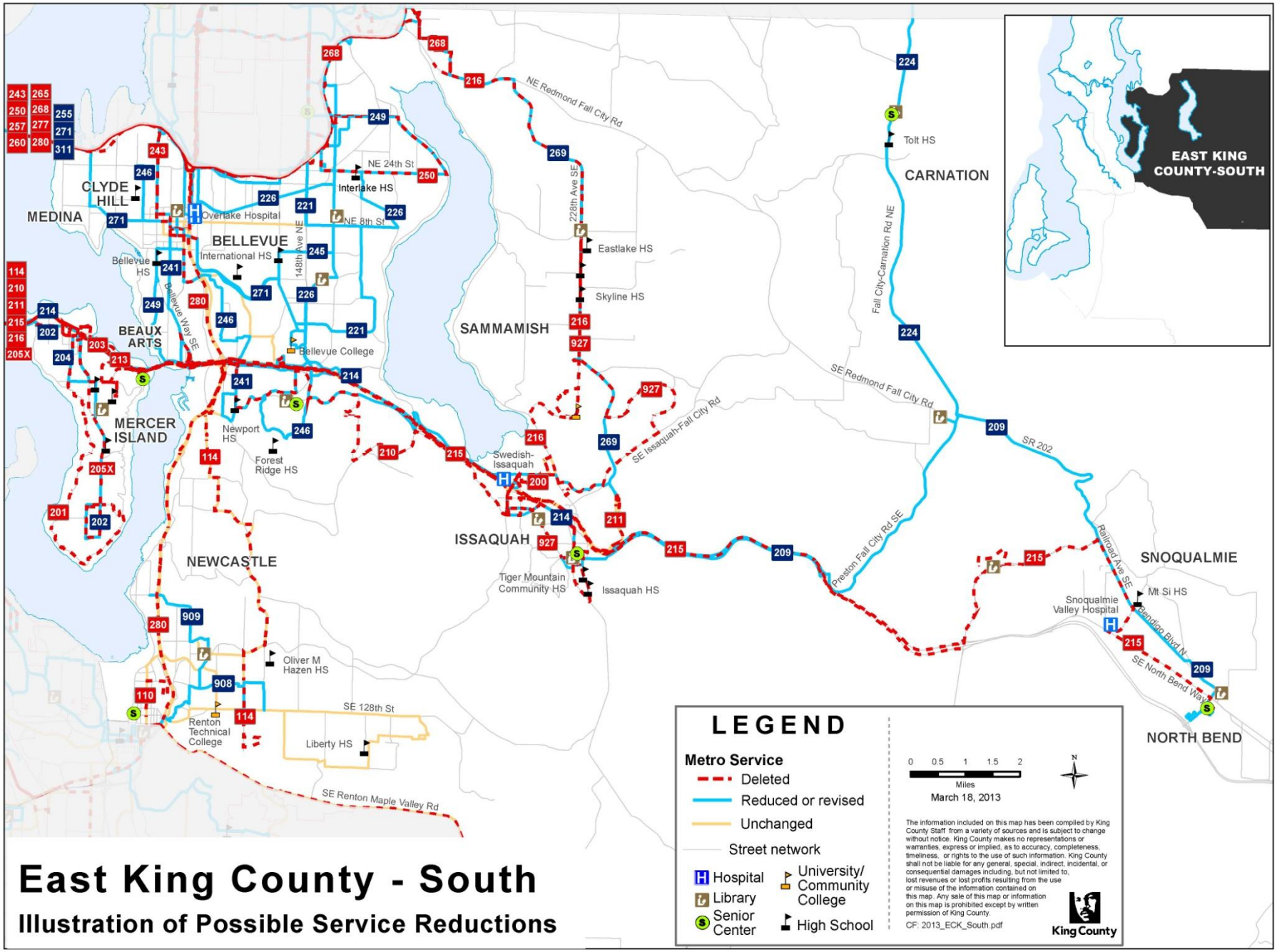
- **About 70% of routes will be reduced, revised or eliminated**
  - 30% of routes deleted (65 routes)
  - 40 % of routes revised or reduced (86 routes)
  - Remaining 66 routes become overcrowded and unreliable





East King County - North

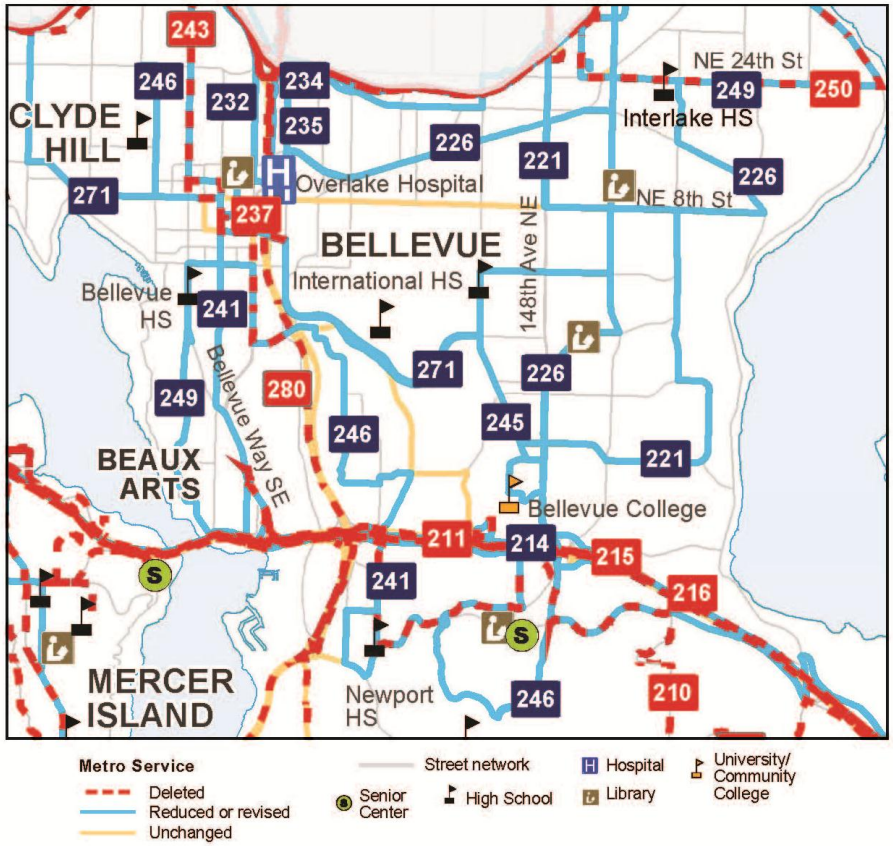
Illustration of Possible Service Reductions



East King County - South

Illustration of Possible Service Reductions

Example impacts to the network

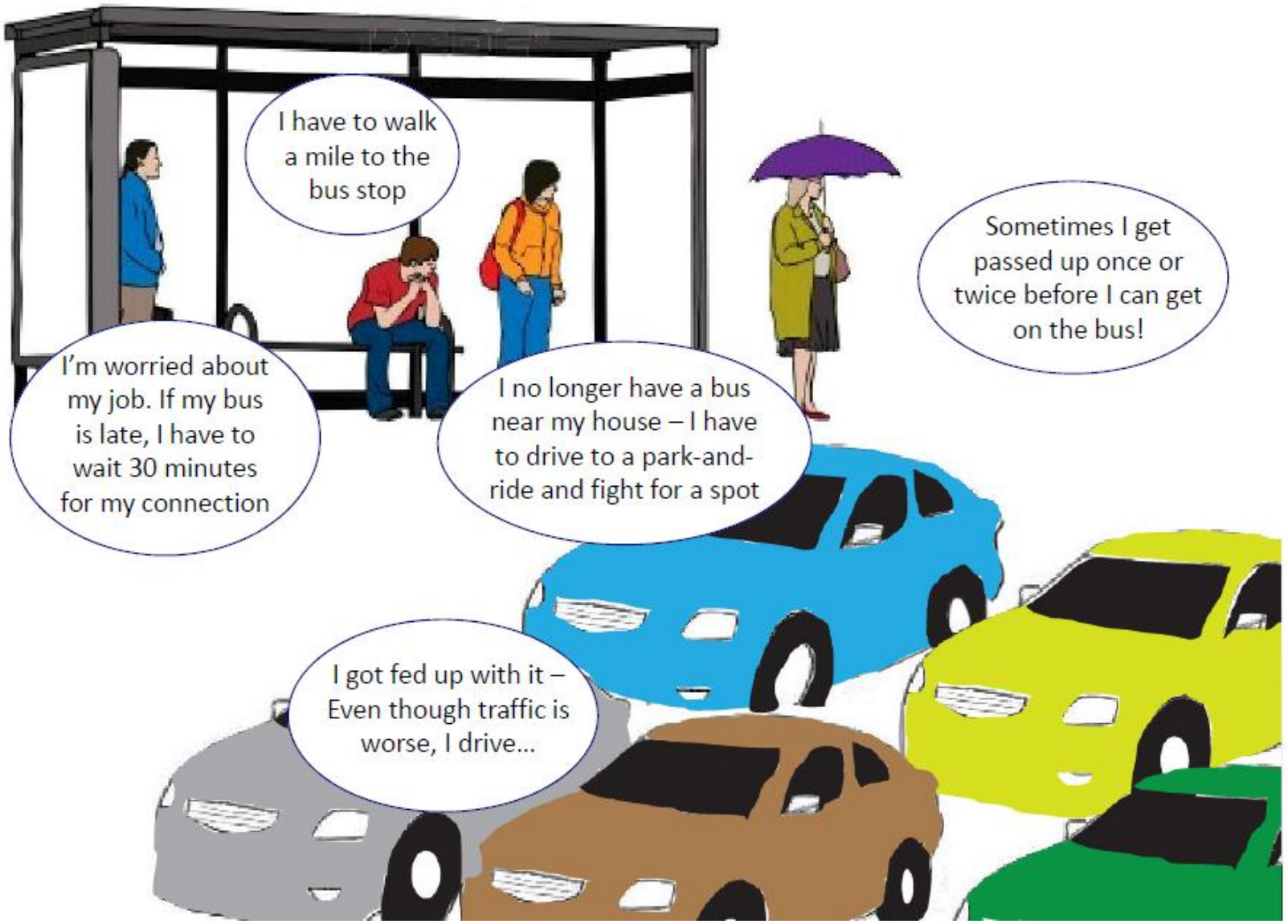


- Connections between major centers significantly reduced
- Connections between neighborhoods and secondary destinations would be reduced or eliminated.
- Ability to rely on transit for all travel needs would be reduced

Affecting our customers

- **More crowded buses, more pass-ups**
  - Ridership has been growing and demand will continue as the region grows
- **More vehicles on the road**
  - Metro takes ~175,000 vehicles off our roads each weekday
- **Harder for people to get to work and school**
  - 55% of Metro riders take the bus to school of work
  - 1500 businesses, universities and other institutions buy bus passes for their employees

17% less service



Thank you

http://metro.kingcounty.gov/planning/