

# **Regional Transit Task Force**

**King County Committee of the Whole  
November 8, 2010**

# Overview of Task Force Process

- Strong attendance, committed participation
- Rich and deep conversations
- Excellent, responsive support from Metro
- Interbranch process worked very well
- Original “Key Factors” incorporated in discussions and recommendations
- Recommendations are a package, not stand alone
- Unanimous agreement

# Work of the Task Force

The Task force studied and considered:

- Overview of Metro budget and operations
- Current policy for service allocation
- Performance of all Metro services
- Findings of 2009 performance audit
- Regional growth projections for population and employment
- Metro performance against other transit agencies
- Developed scenarios to test policy guidance

# Themes from Task Force Discussions

- **Regional Perspective** - strike a balance between regional, rider and local communities interests
- **Transparency** - Decision making based on clear, consistent criteria and objectives
- **Efficiency** - Transit operations and administration of system
- **Balance Approach** - Expense reductions, efficiencies and new revenues
- **Performance Based** - Evaluate performance

# Task Force Recommendations

- Recommendation #1: Adopt new performance measures
  - By service type and “families” of fixed route service.
  - Use measures to evaluate individual routes, system as a whole, and peer comparisons.
  - Report at least annually
  - Incorporate key system design factors
  - Include in Comprehensive and Strategic Plans

# Task Force Recommendations, Cont.

- Recommendation #2: Control all agency operating costs.
  - Follow up on 2009 performance audit
  - Explore alternative service delivery models, including contracting out for some underperforming fixed route services
  - Explore ways to reduce overhead and internal service charges

# Recommendations, Cont.

- Recommendation #3: Service reduction and growth decisions should be based on following policy priorities, not a formula.
  - Emphasize productivity
  - Ensure social equity
  - Provide geographic value

# Defining Productivity

- Create system that results in high productivity and service efficiency
- Strong correlation with several key factors
  - Economic Development
  - Land Use
  - Financial Sustainability
  - Environmental Sustainability

# Defining Geographic Value

- Must be multi-faceted approach, must be perceived as “fair”
- Balance Access with Productivity – Investments in transit should be appropriate to land use, employment and housing densities, and transit demand.
- Tax Equity – Some relationship (but not an exact formula) between tax revenues created in sub areas and distribution of service.
- Economic Vitality – Get most number of workers to and from job centers

# Defining Social Equity

- Provide transit service to those who have no, or limited transportation options.
- Use transit service to address gaps in mobility and to avoid or mitigate disproportionately high and adverse social, economic, or human health impacts
- Consider both origins and destinations for people with limited transportation options

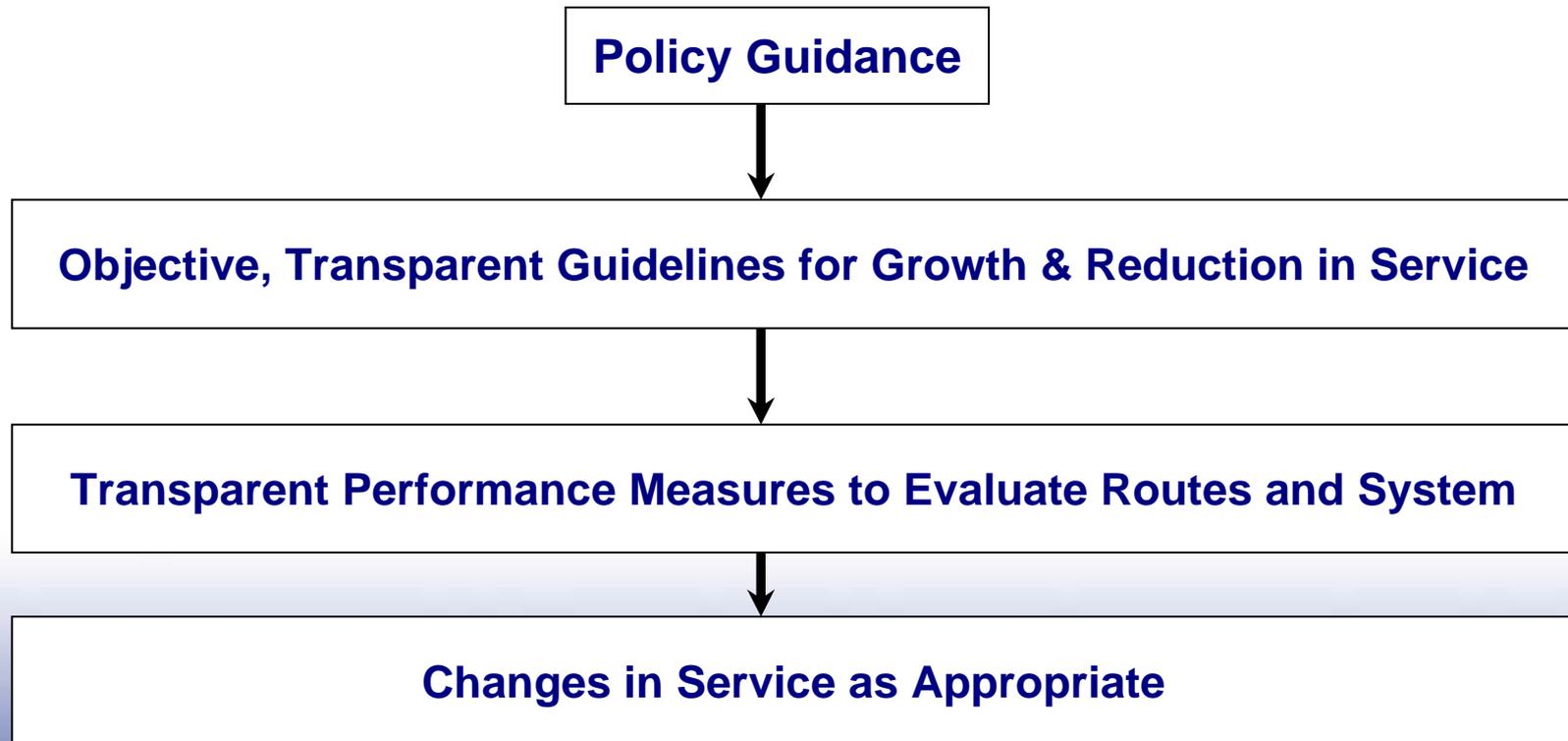
# Recommendations, Cont.

- Recommendation #4 & 5: Create clear and transparent guidelines for making service allocation decisions; Suggested principles
  - Objective metrics
  - Used for service growth and service reduction
  - Different guidelines for different types and “family” of fixed route services
  - Suggested principles
  - Incorporate in Comprehensive and Strategic Plans

# Recommendations, Cont.

- Recommendation #6: Create long-term, sustainable funding base
  - Create broad coalition to pursue additional revenue sources
  - Must implement other recommendations
  - Begin educating/informing legislature
- Recommendation #7: Use the framework of Task Force Recommendations to revise Metro's mission statement and draft vision
  - Incorporate in Comprehensive and Strategic Plans

# Overall Approach to Service Reduction and Service Growth



# Task Force Member Comments