

## ***Section 2: Overview of King County Metro***

This section is a primer on King County Metro's programs and services. This section provides a snapshot of Metro's operational statistics and an overview of many of the programs and services the agency offers in addition to fixed-route bus service. This section is intended to offer a picture of the agency's role in providing transit service in King County and its current operating environment. The history of Metro, which is crucial to understanding factors continue to influence the organization's growth and operation, is included in this overview as well.

*Information you'll find in this section:*

- Overview of King County Metro Transit Division
- About King County and its Government
- King County Department of Transportation: Vision, Mission and Organizational Chart
- 2009 Metro Transit Facts
- Programs Up Close
  - Fixed route Services
  - Accessible Services
  - Commuter Vans, Custom Bus and Ridematch
  - Park and Ride Lots
  - Commute Trip Reduction
  - Employer Pass Programs
  - Central Puget Sound Regional Fare Coordination Project
  - Innovative Partnerships
  - Bicycle Programs
- History of Metro

*Links to Additional Resource Materials:*

- Metro website: <http://metro.kingcounty.gov/>
- About Metro: <http://metro.kingcounty.gov/am/metro.html>
- About King County: <http://www.kingcounty.gov/About.aspx>
- More about King County Department of Transportation: <http://www.kingcounty.gov/transportation/kcdot.aspx>
- Metro milestones: <http://metro.kingcounty.gov/am/history/history.html>
- Better than promised: An informal history of the Municipality of Metropolitan Seattle  
<http://metro.kingcounty.gov/am/history/history-btp.html>
- History Link: the free online encyclopedia of Washington State:  
<http://www.historylink.org/>

## Overview of King County Metro Transit Division

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**Mission:** *Provide the best possible public transit services and improve regional mobility and quality of life in King County.*

**King County Metro Transit** is the largest public transportation agency in Washington State, serving more than 1.8 million area residents in King County. As of the end of 2009, Metro operated a fleet of about 1,100 vehicles within a 2,134 square mile area. Metro's fleet includes standard and articulated clean diesel coaches, electric trolleybuses, and hybrid diesel-electric buses. Annual ridership for 2009 was approximately 112 million. Metro serves riders who are disabled or who have special needs with accessible fixed route service (all Metro buses have wheelchair lifts or ramps and all routes and trips are accessible), as well as paratransit van service and a taxi scrip program.



Metro has twice been honored as the best-run large public transportation system in North America. One of the ten largest bus systems in the nation, Metro has nearly 10,000 bus stops and 130 park-and-ride facilities connecting riders to their destinations on more than 220 routes. In 2009 Metro had approximately 112 million boarding's and carried passengers an estimated 495 million miles. Metro is recognized as a leader in reducing pollution with its use of hybrid buses, electric trolleys, and cleaner fuels. All Metro buses are equipped with bicycle racks.

### Beyond Buses

Metro Transit is more than buses. Metro also operates the largest publicly owned vanpool program in the country. By the end of 2009 Metro had more than 1,100 vans serving on an average weekday approximately 6,100 people, eliminating approximately 5,000 vehicle trips a day. It also supports the regional Ridematch program which helps commuters form and sustain new vanpools and carpools in seven counties by matching names in a computer data base. The agency provides extensive commute trip reduction services to 480 major employers and sells transit and commuter-van passes to more than 2,000 employers.



To help meet future needs and ease severe downtown traffic congestion, Metro operates a 1.3-mile transit tunnel underneath downtown Seattle, making stops at Convention Place, Westlake, University Street, Pioneer Square and the International District.

### Regional Collaboration

Metro works closely with other transit and transportation agencies to provide efficient, integrated travel options throughout the region. Metro is also the contract operator of Sound Transit's Express commuter bus service and Link light rail and the City of Seattle's South Lake Union Streetcar.

# About King County and Its Government<sup>1</sup>

Located on Puget Sound in Washington State, and covering 2,134 square miles, King County is nearly twice as large as the average county in the United States. With more than 1.8 million people, it also ranks as the 14th most populous county in the nation.

## King County Government Services

### Regional services

Public transportation is one of many regional services provided by King County to all residents of the county, including people who live in cities.

Other regional services include courts and related legal services, public health services, the county jail, records and elections, property tax appraisals and regional parks and facilities, including the King County International Airport (Boeing Field). King County's responsibility for public transportation, as well as sewage disposal was assumed following the voter-approved merger of Metro and King County in 1993.

### Subregional and local services

King County provides contract services in many suburban cities, such as law enforcement. In unincorporated communities, King County provides the services listed above and many local services, including land-use regulation, building permits, police protection, roads and local parks.

## Governance

The **King County Executive** is the elected executive officer of county government. Every citizen of the county has an opportunity to vote for the Executive, who is elected on a countywide basis.

The **Metropolitan King County Council** is the legislative branch of county government. It adopts laws, sets policies and holds final approval over the budget. Councilmembers represent geographic districts. Every county citizen, including city residents, has an opportunity to vote for a representative on the County Council.

The **Regional Transit Committee (RTC)** reviews and makes recommendations to the Metropolitan King County Council on policies for public transportation operated by King County. The RTC is comprised of County councilmembers as well as elected officials from Seattle, Bellevue, and the Suburban Cities Association.

King County Council Districts



<sup>1</sup> Adapted from the King County website

# King County Department of Transportation: Vision, Mission, and Organizational Chart

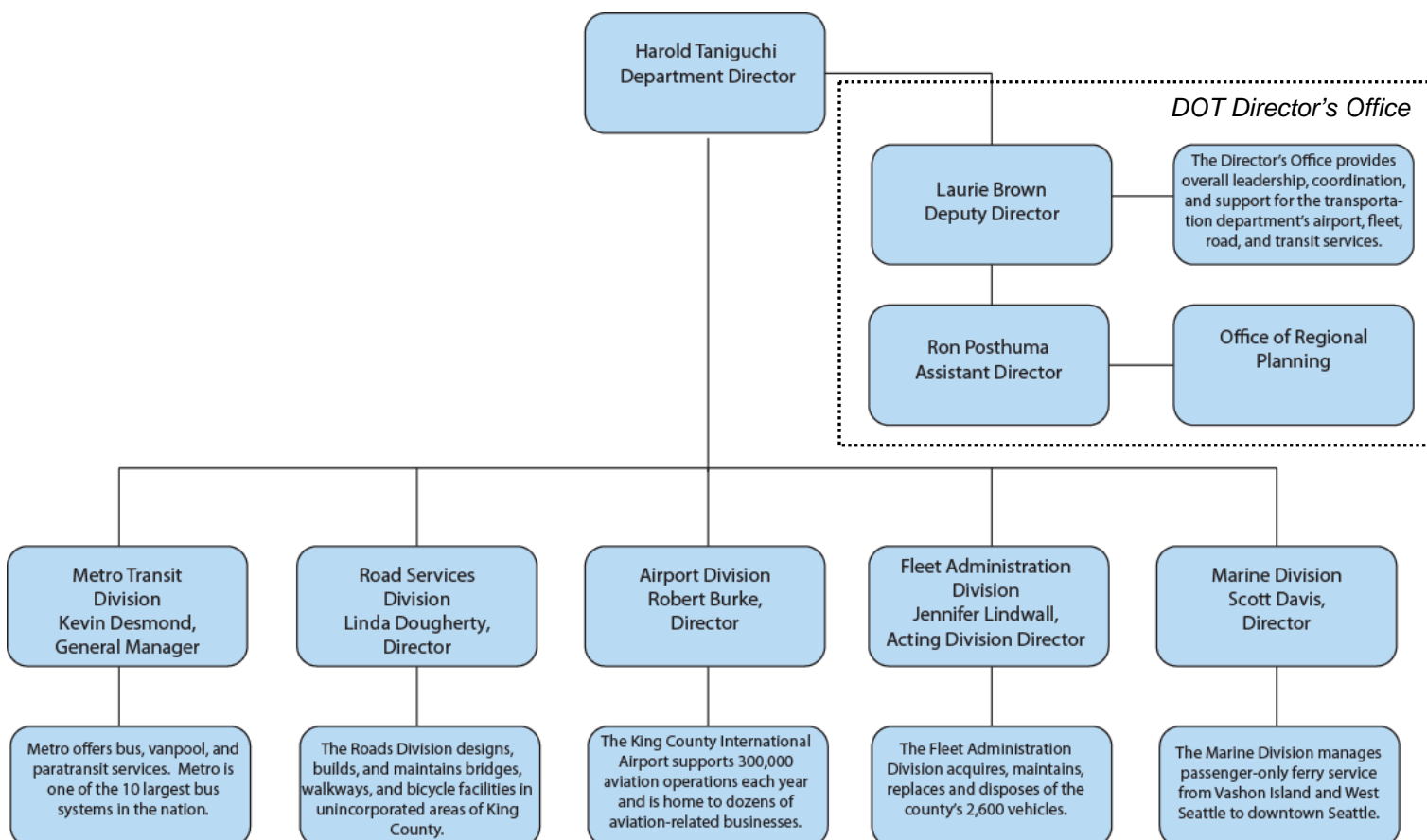
**Vision:** *The King County Department of Transportation will be known and recognized for its transportation innovations in sustaining a growing and vibrant economy and quality of life in the Puget Sound Region.*

**Mission:** *To improve the quality of life for citizens of King County by providing mobility in a way that protects the environment, helps to manage growth, and reduces traffic congestion.*

## Goals:

- Provide and maintain safe and secure transportation services and facilities
- Efficiently move more people and goods throughout the region
- Deliver transportation services in a way that protects and enhances the environment, advances equity and social justice and promotes healthy and accessible communities.
- Manage costs and seek revenues to meet growing demand for services and facilities
- Employ, support and retain a highly skilled, diverse and productive workforce
- Ensure that excellent internal and external customer service remains front and center for the department.

## Organizational Chart



## 2009 Metro Transit Facts

(Year-end 2008 figures)

### General information (2007 year-end)

Area served (square miles)	2,134
Population served	1,884,200
Diesel coaches	907
Trolley coaches	159
Hybrid coaches	235
Other buses (inactive)	54
Vanpool vans	
Groups in operation	1,031
Available for groups	24
Transit vans (Diesel)	27
Paratransit vans	287

### Metro Transit and Sound Transit bus service

Bus drivers (full- and part-time)	2,694
Passenger boardings (includes South Lake Union Streetcar)	126,936,630 est.
Platform hours	3,775,312
Platform miles	49,982,862
Boardings per service hour	32.9
Miles per trouble call	5,568
Diesel fuel used (gallons)	10,229,652

### Metro Transit only bus service

Passenger boardings (includes South Lake Union Streetcar)	118,824,795 est.
Platform hours	3,435,032
Platform miles	43,180,783
Boardings per service hour	33.8
Electricity used (kwh)	16,277,945

### Other Metro Transit service

Vanpool ridership	2,770,711 est.
Paratransit ridership	1,155,822

### Metro Transit Employee Information

Total employees	4,644
Non-driver employees	1,871

### Financial information (2008 year-end)

Operating expense (excluding Sound Transit and other funds)	\$501,162,739
Operations revenue	\$110,947,922
Bus operating cost per boarding	\$3.70
Bus operations revenue per boarding	\$0.89

**Transit facilities**

Bus stops (zones)	9,549
Transit centers	10
Park-and-ride lots used by Metro	132
Park-and-ride lot stalls	24,524
Stops with passenger shelters	1,536
Passenger shelters with murals	824
High-occupancy-vehicle lanes used by Metro (miles)	244.52
Trolley overhead—two-way wire (street miles)	>69
Transit bases	7

**Downtown Seattle transit tunnel (reopened 9/24/2008)**

Length	1.3 miles
Stations	5

**Elderly and disabled riders program**

Paratransit boardings	1,155,822
Access van passenger trips	1,121,776
Taxi passenger trips	34,046
Accessible coaches	1,443
Accessible routes	223
Wheelchair-accessible bus stops	7,318
Access vans	287

**Ridematch program**

Rideshare Online	
Home page visits	456,508
Logon sessions	109,680
New ridematch customers	27,022
New pool match for existing ridematch clients	20,201

**VanPool program**

Passenger boardings	2,770,711 est.
Vehicle miles	10,793,380
Vanpool vans in service	1,031
Direct operating cost	
Per van mile	\$0.44
Per passenger trip	\$1.78

**Metro Transit Services**

Customer Information	
Phone	206-553-3000
TTY	206-684-1739
Transportation community relations	
Phone	206-684-1162
TTY Relay	711
Metro Online	<a href="http://www.kingcounty.gov/metro">www.kingcounty.gov/metro</a>
General Manager	Kevin Desmond



## Metro Up Close: Fixed Route Service<sup>1</sup>

Metro provides a network of fixed-route transit services throughout King County. With a combination of core, peak and local routes – approximately 220 routes in all – Metro provided 112 million rides in 2009. The core routes comprise the backbone of Metro’s system, providing all-day, two-way service between residential, business and activity centers. Local routes support the core network by extending transit coverage to residential areas, connecting more areas to transit hubs and activity centers. Peak-only routes, which include many express services, provide additional speed and capacity to expand the county’s transportation options during commute periods. Metro works to coordinate its service with Sound Transit and other transit providers to offer an integrated transportation network and connect to regional systems such as Sound Transit’s Sounder and Link light rail.



### RapidRide

Metro is adding to its family of services with the launch of its new RapidRide bus rapid transit service in 2010. RapidRide will provide faster, more frequent service along key corridors. Everything about RapidRide—the buses, the stops, the way it operates—is being designed to keep people moving quickly throughout the day in these heavily used transit corridors. Buses will arrive frequently—at least every 10 minutes during the busiest morning and evening travel hours. Stations will have distinctive shelters, seating areas, and customer information. Electronic signs at the stations will provide real-time information about when the next bus will arrive.



Figure 1: Metro Boardings

<sup>1</sup> Sources: King County Metro website; King County Metro 2007-2016 Strategic Plan; Metro staff

## Metro's Service Concept

Metro's network of services that are in place today comprise a multi-centered system focused on connections to and between centers, with higher frequency services in key corridors. This multi-centered approach was first

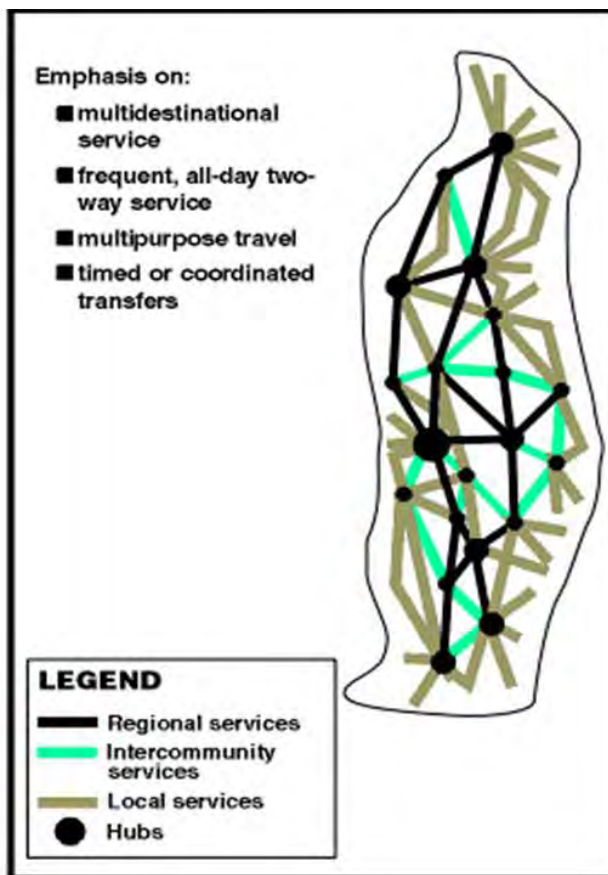


Figure 2: A multi-centered system

established through adoption of the 1993 Comprehensive Plan for Public Transportation and the subsequent 1996 Six-Year Plan, and has been expanded over the years.

This multi-centered network which relies on efficient transfers at key hubs and transfer points expands the range of destinations that can be reached by public transportation.

Metro also serves a network of park-and-rides across King County, primarily with peak-only services.

The extent of Metro's services is shown in the map below, along with the major transit centers and park and rides.

## Fleet

As of the end of 2009, Metro operated a fleet of more than 1,100 vehicles, including standard and articulated coaches, electric trolleybuses, and hybrid diesel-electric buses.



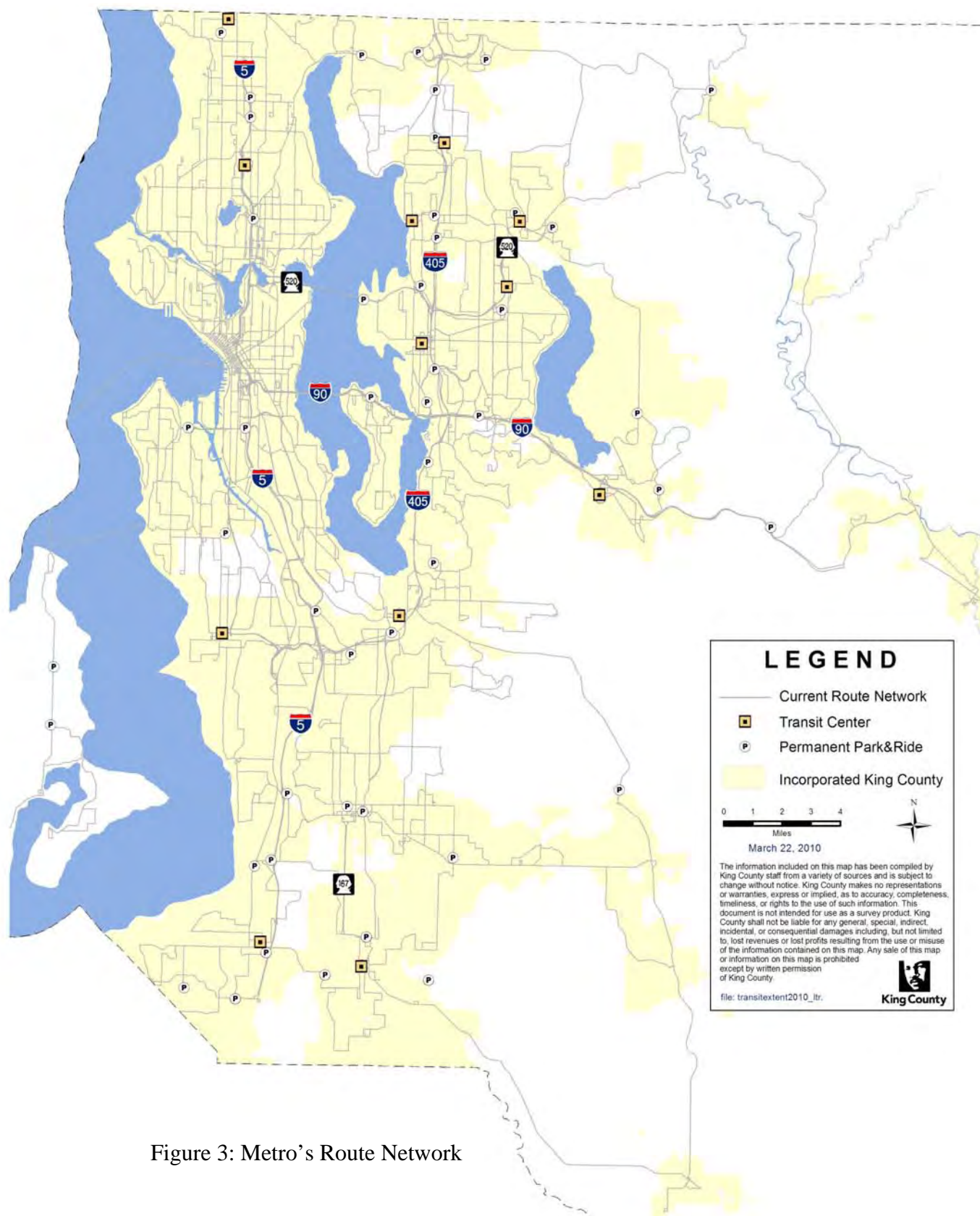


Figure 3: Metro's Route Network

## King County Metro Route List and Performance

Metro provides hundreds of fixed routes all across King County. While all fixed routes have basic similarities, different routes have different functions and levels of service. This results in significant variation in the number of trips provided and productivity of a given route. The following pages provide a listing of all King County Metro fixed route services, excluding custom bus services, and the annual boardings, average weekday boardings, Saturday and Sunday boardings as well as weekday ridership per hour of transit service (Average Weekday Rides/Platform Hour) as of the end of 2009. These metrics show how routes with different functions have different ridership outcomes.

**\* Note:** Ridership for all route variants, i.e. express, turnback etc. are accounted for under the single route number e.g. route 5 includes the Express, Northgate and Shoreline variants.

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
1	Queen Anne -- Downtown Seattle	891,800	2,880	1,610	1,300	57.7
2	Queen Anne -- Downtown Seattle -- Madrona Park	2,440,200	7,970	4,700	2,970	52.1
3	Queen Anne -- Downtown Seattle -- First Hill -- Judkins Park	2,316,400	8,240	2,560	1,440	58.5
4	Queen Anne -- Downtown Seattle -- First Hill -- Center Park	2,074,000	6,620	3,760	3,320	55.8
5	Shoreline -- Greenwood -- Downtown Seattle	1,818,500	6,030	3,270	2,070	37.4
7	Rainier Beach -- Columbia City -- International District -- Downtown Seattle	3,574,000	11,090	8,250	5,750	43.6
8	Seattle Center -- Capitol Hill -- Central District -- Rainier Beach	1,914,300	6,220	3,470	2,560	39.2
9	Rainier Beach -- Columbia City -- Capitol Hill	426,000	1,720	N/A	N/A	39.3
10	Capitol Hill -- Downtown Seattle	1,367,300	4,500	2,300	1,770	51.2
11	Madison Park -- Capitol Hill -- Downtown Seattle	1,046,100	3,430	1,890	1,280	50.3
12	Capitol Hill -- Downtown Seattle	1,132,200	3,950	1,390	970	49.7
13	Queen Anne -- Downtown Seattle	1,082,500	3,450	1,880	1,810	54.4
14	Summit -- Downtown Seattle -- Mount Baker	1,359,100	4,450	2,390	1,820	39.7
15	Blue Ridge -- Ballard -- Downtown Seattle	2,084,800	6,880	3,910	2,460	54.5
16	Northgate -- Wallingford -- Downtown Seattle	1,444,200	4,540	3,170	2,110	31.9

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
17	Loyal Heights -- Ballard -- Downtown Seattle	859,500	2,830	1,430	1,120	32.3
18	North Beach -- Ballard -- Downtown Seattle	1,643,800	5,240	3,430	2,230	47.8
19	Magnolia -- Downtown Seattle	73,400	290	N/A	N/A	31.4
21	Arbor Heights -- West Seattle -- Downtown Seattle	844,500	2,760	1,420	1,160	29.8
22	White Center -- West Seattle -- Downtown Seattle	484,500	1,590	980	470	26
23	White Center -- SODO -- Downtown Seattle	553,700	1,790	1,020	780	27.1
24	Magnolia -- Downtown Seattle	791,400	2,490	1,680	1,220	35.9
25	Laurelhurst -- University District -- Downtown Seattle	197,800	780	N/A	N/A	16.9
26	Green Lake -- Wallingford -- Fremont -- Downtown Seattle	1,005,500	3,230	1,760	1,570	41
27	Colman Park -- Leschi Park -- Downtown Seattle	432,300	1,380	870	600	32.2
28	Broadview -- Fremont -- Downtown Seattle	1,274,600	4,170	2,260	1,690	39.3
30	Sandpoint -- University District -- Seattle Center	834,100	2,670	1,620	1,200	29.8
31	Magnolia -- Fremont -- University District	404,100	1,470	670	N/A	32.9
33	Magnolia -- Downtown Seattle	399,600	1,390	540	310	30.4
34	Rainier Beach -- Columbia City -- Downtown Seattle	46,800	190	N/A	N/A	24
35	Harbor Island -- Downtown Seattle	10,100	40	N/A	N/A	14.4

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
36	Othello Station -- Beacon Hill -- International District -- Downtown Seattle	2,674,100	8,520	5,190	4,050	38.1
37	Alaska Junction -- Alki -- Downtown Seattle	77,500	300	40	N/A	16
38	Beacon Hill -- Downtown Seattle	45,900	150	160	N/A	17.4
39	Othello Station -- Seward Park -- Beacon Hill -- Downtown Seattle	373,300	1,260	560	400	23.6
41	Lake City -- Northgate -- Downtown Seattle	2,322,600	7,790	4,150	2,290	38.8
42	Columbia City -- Downtown Seattle	44,100	170	N/A	N/A	15.3
43	University District -- Capitol Hill -- Downtown Seattle	1,976,200	6,360	3,880	2,760	41.5
44	Ballard -- Wallingford -- University District	1,971,200	6,120	4,180	3,380	45.9
45	Queen Anne -- Wallingford -- University District	47,700	190	N/A	N/A	19.7
46	Shilshole -- Ballard -- Fremont -- Wallingford -- University District	87,200	350	N/A	N/A	18
48	Mount Baker -- Central District -- University District -- Greenwood -- Loyal Heights	3,718,700	12,730	5,460	3,310	52
49	University District -- Capitol Hill -- Downtown Seattle	2,029,500	6,250	4,290	3,700	44.9
51	Admiral District -- Alaska Junction -- Genesee Hill	77,600	250	120	120	17.7
53	Alki -- Alaska Junction	25,400	100	N/A	N/A	11.1
54	White Center -- West Seattle -- Downtown Seattle	1,067,600	3,430	1,900	1,720	33.5



FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
55	Admiral District -- Alaska Junction -- Downtown Seattle	687,900	2,350	950	750	38.6
56	Alki -- Admiral District -- Downtown Seattle	479,400	1,580	900	520	30.3
57	Alaska Junction -- Admiral District -- Downtown Seattle	80,700	320	N/A	N/A	28.6
60	White Center -- Georgetown -- Beacon Hill -- First Hill -- Capitol Hill	1,062,800	3,590	1,510	1,250	38.4
64	Lake City -- Wedgwood -- Downtown Seattle -- First Hill	174,600	690	N/A	N/A	32.2
65	Lake City -- Wedgwood -- University District	1,006,300	3,500	1,440	1,050	44
66	Northgate -- University District -- Downtown Seattle	784,700	2,370	1,800	1,500	26.7
67	Northgate -- University of Washington	491,700	1,960	N/A	N/A	44.1
68	Northgate -- Maple Leaf -- Ravenna -- University of Washington	652,300	2,430	990	N/A	61
70	University District -- Eastlake -- Downtown Seattle	935,100	3,430	1,200	N/A	29.3
71	Wedgwood -- University District -- Downtown Seattle	1,327,700	3,930	3,030	2,890	42
72	Lake City -- University District -- Downtown Seattle	1,266,300	3,990	2,810	1,770	47.1
73	Jackson Park -- University District -- Downtown Seattle	1,449,800	4,700	2,910	1,710	44.7
74	Sandpoint -- University District -- Downtown Seattle	238,500	940	N/A	N/A	44.8
75	Ballard -- Northgate -- Sandpoint -- University District	1,742,100	5,920	2,930	1,750	38.7

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
76	Wedgwood -- Ravenna -- Downtown Seattle	182,600	740	N/A	N/A	27.3
77	North City -- Maple Leaf -- Downtown Seattle	179,700	730	N/A	N/A	24
79	Lake City -- University District -- Downtown Seattle	44,600	180	N/A	N/A	12.9
81	Ballard -- Queen Anne -- Downtown Seattle (OWL)	16,600	50	50	40	13.2
82	Queen Anne -- Green Lake -- Greenwood -- Downtown Seattle (OWL)	14,100	40	30	30	12.6
83	University District -- Maple Leaf -- Ravenna -- Downtown Seattle (OWL)	19,200	50	60	50	18.2
84	Madison Park -- Madrona -- Downtown Seattle (OWL)	9,700	30	30	20	7.3
85	White Center -- West Seattle -- Downtown Seattle (OWL)	19,600	60	50	40	17
99	Seattle Waterfront -- Pioneer Square -- Chinatown/International District	204,100	670	390	220	21.5
101	Renton -- Downtown Seattle	1,173,900	3,880	2,050	1,370	33
102	Fairwood -- Downtown Seattle	191,100	750	N/A	N/A	32.4
105	Renton Highlands -- Renton	461,300	1,530	770	540	40.7
106	Renton -- Rainier Beach -- Downtown Seattle	1,197,000	3,790	2,480	1,750	29.4
107	Renton -- Rainier View -- Rainier Beach	462,600	1,500	850	670	24.6
110	Renton	47,800	190	N/A	N/A	12.1
111	Lake Kathleen -- Renton Highlands -- Downtown Seattle	172,900	690	N/A	N/A	19.6

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
113	Shorewood -- White Center -- Downtown Seattle	70,500	280	N/A	N/A	21.3
114	Renton Highlands -- Newcastle -- Downtown Seattle	69,700	280	N/A	N/A	15.9
116	Fauntleroy -- Downtown Seattle	93,700	370	N/A	N/A	17.2
118	Vashon Island -- Talequah	155,000	580	120	N/A	14.6
119	Vashon Island -- Dockton	84,100	330	N/A	N/A	17.4
120	Burien -- White Center -- Delridge -- Downtown Seattle	2,162,800	6,850	4,650	3,050	42.4
121	Highline CC -- Burien -- Downtown Seattle	262,400	1,030	N/A	N/A	26.3
122	Highline CC -- Burien -- Downtown Seattle	153,300	600	N/A	N/A	30.5
123	Gregory Heights -- Burien -- Downtown Seattle	55,900	220	N/A	N/A	16.1
125	Shorewood -- White Center -- Downtown Seattle	655,000	2,220	940	690	32.6
128	Admiral District -- Alaska Junction -- White Center -- Southcenter	963,800	3,210	2,010	710	32.2
131	Highline CC -- Burien -- South Park -- Georgetown -- Downtown Seattle	479,000	1,370	1,380	980	23.4
132	Highline CC -- Burien -- South Park -- Georgetown -- Downtown Seattle	658,300	2,090	1,340	960	25.7
133	Burien -- University District	58,100	240	N/A	N/A	18
134	Burien -- South Park -- Georgetown -- Downtown Seattle	81,400	320	N/A	N/A	18.7
139	Gregory Heights -- Burien	102,400	340	180	130	18.2

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
140	Burien -- SeaTac -- Southcenter -- Renton	1,070,400	3,310	2,440	1,760	25.2
143	Black Diamond -- Maple Valley -- Renton -- Downtown Seattle	123,400	490	N/A	N/A	21.4
148	Fairwood -- Renton	281,600	980	340	260	25.9
149	Black Diamond -- Maple Valley -- Renton	27,400	110	N/A	N/A	6.5
150	Kent -- Southcenter -- Downtown Seattle	1,671,400	5,250	4,070	2,150	27.8
152	Auburn -- Star Lake P&R -- Downtown Seattle	74,000	300	N/A	N/A	11.8
153	Kent -- Renton	182,800	720	N/A	N/A	19.2
154	Tukwila Sounder -- Duwamish -- Federal Center South	21,700	80	N/A	N/A	9.3
155	Fairwood -- Southcenter	132,600	450	330	N/A	16.1
157	Kent East Hill -- Downtown Seattle	35,500	140	N/A	N/A	9.3
158	Lake Meridian -- Kent -- Kent Des Moines P&R -- Downtown Seattle	139,200	550	N/A	N/A	18.3
159	Covington -- Kent -- Kent Des Moines P&R -- Downtown Seattle	109,700	430	N/A	N/A	16.3
161	Kent East Hill -- Tukwila -- Downtown Seattle	76,300	310	N/A	N/A	13.1
162	Kent -- Kent Des Moines P&R -- Downtown Seattle	38,000	150	N/A	N/A	15.1
164	Green River CC -- Kent East Hill -- Kent	384,400	1,330	850	N/A	48.8
166	Kent -- Highline CC -- Des Moines	595,600	1,940	1,200	660	33.5

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
167	Renton -- University District	77,700	330	N/A	N/A	18.2
168	Maple Valley -- Covington -- Kent	434,000	1,380	840	660	29
169	Kent - East Hill - Renton	1,159,800	3,410	2,850	2,460	44.2
173	Federal Way -- Boeing Industrial	21,000	80	N/A	N/A	13.8
174	Federal Way -- Des Moines -- Kent -- SeaTac -- Tukwila	1,668,900	4,980	4,250	3,090	46.4
175	West Federal Way -- Des Moines -- Kent -- Downtown Seattle	52,200	210	N/A	N/A	11.1
177	Federal Way/320th P&R -- Downtown Seattle	259,100	1,030	N/A	N/A	18.9
179	Twin Lakes -- Federal Way -- Downtown Seattle	99,700	400	N/A	N/A	12.2
180	Auburn -- Kent -- SeaTac -- Burien	1,322,000	4,060	2,990	2,280	30.9
181	Twin Lakes -- Federal Way -- Supermall -- Auburn -- Green River CC	798,100	2,450	1,870	1,310	27.8
182	Northeast Tacoma -- Federal Way	157,200	550	210	100	18.4
183	Federal Way -- Kent	229,800	830	350	N/A	25.1
187	Twin Lakes -- Federal Way	172,100	590	300	90	29.5
190	Redondo Heights P&R -- Downtown Seattle	78,800	310	N/A	N/A	14.2
192	Star Lake P&R -- Downtown Seattle	43,500	180	N/A	N/A	11.8
194	Federal Way -- SeaTac -- Downtown Seattle	1,379,300	4,260	3,030	2,380	30



FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
196	South Federal Way P&R -- Downtown Seattle	74,600	300	N/A	N/A	11.2
197	Twin Lakes -- Federal Way -- University District	157,700	690	N/A	N/A	19.1
200	Issaquah	78,300	310	N/A	N/A	7.8
201	West Mercer Island	3,800	20	N/A	N/A	8.2
202	Mercer Island -- Downtown Seattle	56,500	220	N/A	N/A	9.9
203	North Mercer Island	40,700	150	40	10	18.3
204	Mercer Island	57,100	190	120	50	17.5
205	Mercer Island -- First Hill -- University District	48,100	210	N/A	N/A	17.3
206	Newport Hills -- Newport High School -- International School	13,000	70	N/A	N/A	40.5
207	Somerset -- Newport High School -- International School	17,400	100	N/A	N/A	49.1
208	Couger Mountain -- Newport High School -- International School	19,800	110	N/A	N/A	54.9
209	North Bend -- Issaquah	82,800	270	260	N/A	6.6
210	Issaquah -- Factoria -- Downtown Seattle	44,700	180	N/A	N/A	10.3
211	Eastgate -- South Bellevue -- First Hill	45,100	180	N/A	N/A	10.7
212	Eastgate -- Downtown Seattle	366,600	1,470	N/A	N/A	31.9
213	North Mercer Island	20,400	70	50	20	46.1

<b>FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER</b>						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
214	Issaquah -- Downtown Seattle	155,800	620	N/A	N/A	15.7
215	North Bend -- Issaquah -- Downtown Seattle	92,000	360	N/A	N/A	15.1
216	Bear Creek P&R -- Sammamish -- Issaquah -- Downtown Seattle	99,900	400	N/A	N/A	15
217	Downtown Seattle -- Eastgate -- Issaquah	41,700	170	N/A	N/A	17.8
218	Issaquah Highlands -- Downtown Seattle	299,200	1,190	N/A	N/A	24.2
219	Newcastle -- Factoria	29,800	140	N/A	N/A	9
221	Eastgate -- Overlake -- Redmond	358,700	1,210	510	410	14.2
222	Eastgate -- Factoria -- Downtown Bellevue	256,200	900	300	170	19.6
225	Overlake -- Eastgate -- Downtown Seattle	67,300	260	N/A	N/A	29.1
229	Overlake -- Eastgate -- Downtown Seattle	93,200	370	N/A	N/A	30
230	Kirkland -- Downtown Bellevue -- Crossroads -- Overlake -- Redmond	1,319,000	4,300	2,350	1,820	30.3
232	Duvall -- Redmond -- Downtown Bellevue	105,700	420	N/A	N/A	17.3
233	Redmond -- Overlake -- Downtown Bellevue	205,400	780	120	N/A	15.8
234	Kenmore -- Downtown Kirkland -- Downtown Bellevue	359,500	1,250	480	300	15.1
236	Woodinville -- Totem Lake -- Downtown Kirkland	163,800	570	240	140	8.3
237	Woodinville -- Downtown Bellevue	23,600	100	N/A	N/A	14.5

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
238	UW Bothell -- Totem Lake -- Downtown Kirkland	203,700	740	150	130	10
240	Renton -- Newcastle -- Bellevue	707,500	2,270	1,560	860	22.6
242	Ridgecrest -- Northgate -- Overlake	101,900	410	N/A	N/A	14.5
243	Jackson Park -- Lake City -- Downtown Bellevue	55,800	230	N/A	N/A	22.2
244	Kenmore -- Totem Lake -- Overlake	54,100	210	N/A	N/A	11.5
245	Factoria -- Eastgate -- Crossroads -- Overlake -- Downtown Kirkland	706,800	2,380	1,060	790	18.9
247	Overlake -- Eastgate -- Renton -- Kent Boeing	21,300	90	N/A	N/A	6.9
248	Kirkland -- Downtown Redmond -- Avondale	294,200	910	640	490	15.1
249	Overlake -- Downtown Bellevue	148,900	550	180	N/A	13.8
250	Downtown Redmond -- Overlake -- Downtown Seattle	60,900	250	N/A	N/A	11.3
251	UW Bothell -- Woodinville -- Downtown Redmond	82,000	300	110	N/A	5.9
252	North Kirkland -- Downtown Seattle	131,900	520	N/A	N/A	19.6
253	Downtown Bellevue -- Crossroads -- Overlake -- Redmond	968,900	3,030	2,220	1,380	38.3
255	Brickyard P&R -- Kirkland -- Downtown Seattle	1,023,300	3,380	1,700	1,280	25.9
256	Downtown Seattle -- North Bellevue -- Overlake	54,700	220	N/A	N/A	16.2
257	North Kirkland -- Downtown Seattle	98,400	390	N/A	N/A	17

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
260	Finn Hill -- Juanita -- Downtown Seattle	43,000	170	N/A	N/A	14.5
261	Overlake -- Downtown Bellevue -- Downtown Seattle	73,300	300	N/A	N/A	16.5
265	Downtown Redmond -- Houghton P&R -- Downtown Seattle	67,100	270	N/A	N/A	12.3
266	Downtown Redmond -- Overlake -- Downtown Seattle	59,800	240	N/A	N/A	12.5
268	Bear Creek P&R -- Downtown Seattle	66,000	270	N/A	N/A	17.6
269	Issaquah -- Sammamish -- Bear Creek P&R -- Overlake	108,500	430	N/A	N/A	7.8
271	Issaquah -- Eastgate -- Downtown Bellevue -- University District	1,078,800	3,810	1,380	740	25.2
272	Eastgate -- Crossroads -- University District	99,100	410	N/A	N/A	18.6
277	Juanita -- Houghton P&R -- University District	57,900	250	N/A	N/A	13.4
280	Downtown Seattle -- Downtown Bellevue -- Renton (OWL)	13,500	40	20	40	12.6
291	Downtown Redmond -- Totem Lake	33,100	130	N/A	N/A	9.7
301	Richmond Beach -- Shoreline P&R -- Downtown Seattle	360,200	1,410	N/A	N/A	31.1
303	Shoreline -- Northgate -- First Hill	209,200	830	N/A	N/A	32.4
304	Richmond Beach -- Downtown Seattle	92,100	370	N/A	N/A	22.3
306	Kenmore -- Lake City -- Downtown Seattle	118,400	460	N/A	N/A	27.7
308	Lake Forest Park -- Lake City -- Downtown Seattle	56,300	230	N/A	N/A	20.8

<b>FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER</b>						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
311	Duvall -- Woodinville -- Downtown Seattle	155,200	610	N/A	N/A	15.4
312	Bothell -- Kenmore -- Lake City -- Downtown Seattle	381,500	1,540	N/A	N/A	27.4
316	Meridian Park -- Northgate -- Green Lake -- Downtown Seattle	152,400	620	N/A	N/A	26.4
330	Lake City -- Shoreline	84,200	330	N/A	N/A	23.6
331	Kenmore -- Lake Forest Park -- Shoreline	364,100	1,250	540	290	22.4
342	Shoreline -- Kenmore -- Bothell -- Downtown Bellevue -- Downtown Renton	81,700	330	N/A	N/A	13.8
345	Shoreline -- Northgate	414,000	1,430	590	340	38
346	Shoreline -- Northgate	430,800	1,430	810	450	32.5
347	Mountlake Terrace -- North City -- Northgate	579,000	1,870	1,210	690	33.6
348	Richmond Beach -- Shoreline -- Northgate	605,600	1,940	1,210	850	34.5
355	Shoreline -- Greenwood -- Downtown Seattle	183,400	740	N/A	N/A	24.1
358	Shoreline -- Green Lake -- Downtown Seattle	2,931,500	9,140	6,680	4,400	45.7
372	Woodinville -- Bothell -- Kenmore -- Lake City -- University District	942,900	4,000	N/A	N/A	32.2
373	Shoreline -- Jackson Park -- University District	217,300	880	N/A	N/A	29.3
600	Downtown Seattle -- Group Health Tukwila	11,400	50	N/A	N/A	6.9



<b>FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER</b>						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
885	South Bellevue -- Bellevue High School	6,600	40	N/A	N/A	20
886	Clyde Hill -- Bellevue High School -- South Bellevue	6,000	30	N/A	N/A	40.7
888	Eastgate -- Interlake High School -- International School --	16,500	90	N/A	N/A	35.8
889	Bellevue -- Redmond -- Sammamish High School -- International School	10,500	60	N/A	N/A	29.1
890	Bellevue -- Sammamish High School -- International School	12,400	70	N/A	N/A	32
891	Mercer Island -- Mercer Island High School	14,200	80	N/A	N/A	30.8
892	Mercer Island -- Mercer Island High School	18,100	100	N/A	N/A	42.9
901	Federal Way	118,300	390	210	120	20.8
903	Federal Way	163,200	540	320	170	19.1
908	Renton Highlands -- Downtown Renton	30,600	110	60	N/A	9.3
909	Renton Highlands -- Downtown Renton	44,300	160	80	N/A	11.3
912	Enumclaw -- Black Diamond -- Covington	4,200	20	N/A	N/A	2.2
913	Riverview -- Kent	23,017	90	33	N/A	3.5
914	Kent -- Kent East Hill	55,000	180	150	N/A	18.5
915	Enumclaw -- Auburn	119,000	440	N/A	N/A	16.4
916	Kent -- Kent East Hill	42,500	140	N/A	N/A	12.7

FALL 2009 ROUTE PERFORMANCE ORDERED BY ROUTE NUMBER						
Route	Areas Served	Annual Boardings	Average Weekday Boardings	Average Saturday Boardings	Average Sunday Boardings	Average Weekday Rides Per Platform Hour
917	Algona -- Auburn	54,200	200	N/A	N/A	14.3
918	North Kent -- Kent	24,000	90	N/A	N/A	11.9
919	North Auburn -- Auburn	36,500	130	N/A	N/A	15.3
921	Downtown Bellevue -- Eastgate -- Somerset -- Factoria	115,600	470	N/A	N/A	16.3
925	Newcastle -- Factoria	2,600	10	N/A	N/A	0.8
926	Crossroads -- East Bellevue -- Eastgate	44,600	180	N/A	N/A	8.8
927	Sammamish -- Issaquah	35,700	140	N/A	N/A	6.3
929	Fall City -- Carnation -- Duvall -- Downtown Redmond	20,400	80	N/A	N/A	4.3
935	Kenmore -- Finn Hill -- Totem Lake	43,350	170	N/A	N/A	5.2
941	Kent Des Moines P&R -- Star Lake P&R -- Tukwila P&R -- First Hill	137,700	540	N/A	N/A	24.9

## Metro Up Close: Accessible Services

Metro serves customers with disabilities and special needs with accessible fixed route service (all Metro buses have wheelchair lifts or ramps), contracted ADA paratransit van service, community vans operated by local non-profit organizations, transit instruction and a taxi fare subsidy program. Metro's Access Transportation ADA paratransit service (Access) is available to customers with disabilities who are unable to use the regular fixed route bus system or light rail. It provides next-day shared rides along the same corridors and at the same times as regular fixed route bus service. Limited weekday service, funded through Transit Now, fills in eastern King County rural areas where there is no bus service. Access is provided by three contractors. First Transit operates the Access Control Center. Sold Ground and Veolia hire the drivers and maintain and operate the vehicles.



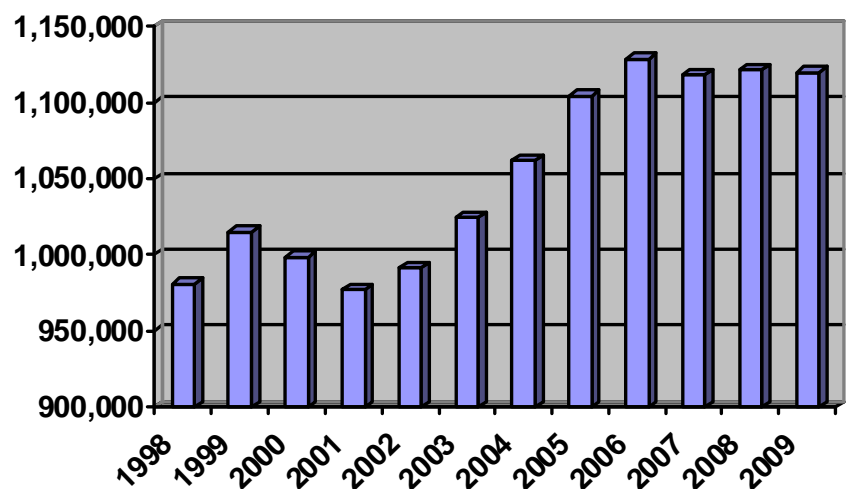
Access ridership increased over the last ten years but has remained flat since 2007. Implementing conditional eligibility and evaluating each applicant in-person for their ability to ride the bus slowed predicted growth.

King County Metro is a nationally recognized leader in providing service for customers with special transportation needs. Recently Metro established Getting There, a transportation resource center available for customers with disabilities wanting help in getting around in their communities. Customers are first evaluated by a physical, occupational or recreational therapist for their ability to ride the bus. Getting There helps those customers needing additional assistance in making a transition to the bus or other community programs.

Metro's Community Access Transportation (CAT) program provides vans, maintenance and some operating funds to community organizations. CAT provided 211,417 boardings in 2009. The average cost per ride on CAT service is about one-ninth the cost of Access service. The Hyde Shuttle, operated by Senior Services through a CAT agreement, offers community shuttle service for seniors and people with disabilities in selected Seattle neighborhoods.

The Taxi Scrip Program pays 50 percent of the cost of a taxi ride for low income customers who are seniors or adults under age 65 with a disability.

**Access Transportation Boardings**



## Metro Up Close: Commuter Vans, Custom Bus and Ridematch

### Commuter Van Program

King County Metro administers the largest publicly owned and operated vanpool and vanshare program in the nation for commuters who live and or work in King County. In 2009, our VanPool/VanShare program had 1,088 commuter vans in operation at year's end. Despite a 10 percent reduction in fleet size, the Commuter Van Program set a ridership record with 3.18 million trips – 1 percent increase over 2008.



### Commuter Van Statistics: 2008 – 2009

	2008 YE	2009 YE	YE% Change
Vanpools in Operation	1,031	937	-9%
Vanshares in Operation	176	151	-14%
<b>Total Vans in Operations</b>	<b>1,207</b>	<b>1,088</b>	<b>-10%</b>
Vanpool Riders	2,770,711	2,822,511	2%
Vanshare Riders	377,839	357,823	-5%
<b>Total Van Ridership</b>	<b>3,148,550</b>	<b>3,180,334</b>	<b>1%</b>

### VanPool Program

The VanPool program provides vans, staff support, maintenance, fuel and insurance to groups of 5 to 15 people who commute together. One volunteer from the group drives the van and does not pay for the ride. All other members pay a monthly fee based on the round-trip mileage of the commute, the size of the van and the number of people in the vanpool.

### VanShare Program

VanShare is a transportation solution designed to increase commute options for our region's commuters. VanShare addresses the connectivity needs of commuters riding the bus, rail, vanpool, or ferry. The program makes available to commuters 8, 12, or 15 passenger vans to bridge the distance between a transportation terminal and the workplace or home.

### Van Distribution Center (VDC)

The VDC was constructed in the mid-1990s, and provides office space and about 530 paved parking spaces for vehicles at various stages in their lifecycle.

### Environmental Benefits of Commuter Vans

Metro vanpools eliminate approximately **5,453** vehicles and more than **117,081** vehicle miles from Northwest roads daily. In addition, each vanpool commuter reduces private car use by about **14,000** miles per year, improving the situation for individual drivers as well. Would be

drivers are able to eliminate several oil changes, avoid a major tune-up, reduce wear on a set of tires by one third to one fourth, and achieve significant savings on personal auto insurance.

The Metro Vanpool Program produced the following substantial annual environmental benefits in 2008 (Analysis provided by Green Car Company - Bellevue, WA) by removing over 5,680 regular commuters from our roads:

- Saved 23,237 Tons of green house gases (GHG) from being produced.
- Saved 2,442,588 of equivalent gallons of fossil fuel from being consumed.
- Experienced a 70% reduction in all regulated emission categories.
- Saved our citizens \$8,861,482 in vehicle fuel and maintenance costs.

### **Annual Vanpool Survey**

- **94%** agree vanpooling is better for the environment.
- **94%** agree vanpooling reduces traffic congestion.
- **93%** expressed satisfaction with their vanpool experience.
- **96%** said yes when asked if they would recommend vanpooling to friends, relatives and co-workers.

### **Custom Bus Program**

The Custom Bus program was established to serve King County commuters and students who travel to locations not well served by fixed route transit. Employers and schools contract with King County Metro for these customized express bus routes. Fares are set to cover 100% of the operating costs and riders pay for the service with a monthly pass or daily cash fare. This can be done through a cost-sharing arrangement with the employer. There are 10 routes, which provided 188,707 passenger trips in 2009.

### **Statewide Ridematch Program**

This program helps increase the number of commuters who use carpools and vanpools traveling to and from work or school. To accomplish this objective, King County Metro established a regional ridematch service in 1990 and maintains a database of people interested in ridesharing. In 2005, the program was extended statewide. In 2008, service was extended to all of Idaho. The online ridematch system will match an individual's commute information with other registered commuters who live nearby and have similar work schedules and destinations. By logging on to Ridematch for commute needs at the [www.RideshareOnline.com](http://www.RideshareOnline.com) website, commuters can register to instantly receive names of others with a similar commute that want to carpool or vanpool. A toll free rideshare phone number, 1-888-814-1300 is also available statewide. Special access to [RideshareOnline.com](http://RideshareOnline.com) is provided to employers to assist their employees with finding rideshare partners.

### **New RideshareOnline.com in 2010**

Metro is working with WSDOT on replacement software for [RideshareOnline.com](http://RideshareOnline.com). The ridematch software selected through the RFP process is [iCarpool.com](http://iCarpool.com), which will provide improved and expanded matching capability and commute program management tools for employers.

## Metro Up Close: Park-and-Ride Lots

Park-and-ride lots within King County are built, owned and maintained by many different agencies. King County Metro provides transit service to park-and-ride lots owned by the County, WSDOT, Sound Transit, and private owners. As of the end of 2009 there were approximately 130 park-and-ride facilities operating within the King County Metro Transit service area. Roughly half of these facilities are permanent facilities that are publicly owned or operated under a long-term lease with a private owner. The other half are leased lots where Metro leases parking spaces from churches or other shared private parking lots or public jurisdictions.



Eastgate Park and Ride lot and garage can accommodate up to 1,646 vehicles

While the total number of facilities is approximately evenly split, because of the size difference between permanent and leased facilities, permanent facilities provide almost 90 percent of the more than 25,000 total parking spaces. Compared to leased lots, permanent facilities also tend to be more utilized. More than half of the 65 permanent facilities average utilization rates of 80 percent or higher while only 9 of the leased lots average utilization rates of 80 percent or higher. The utilization charts below highlight the difference in size and utilization between leased lots and permanent facilities.

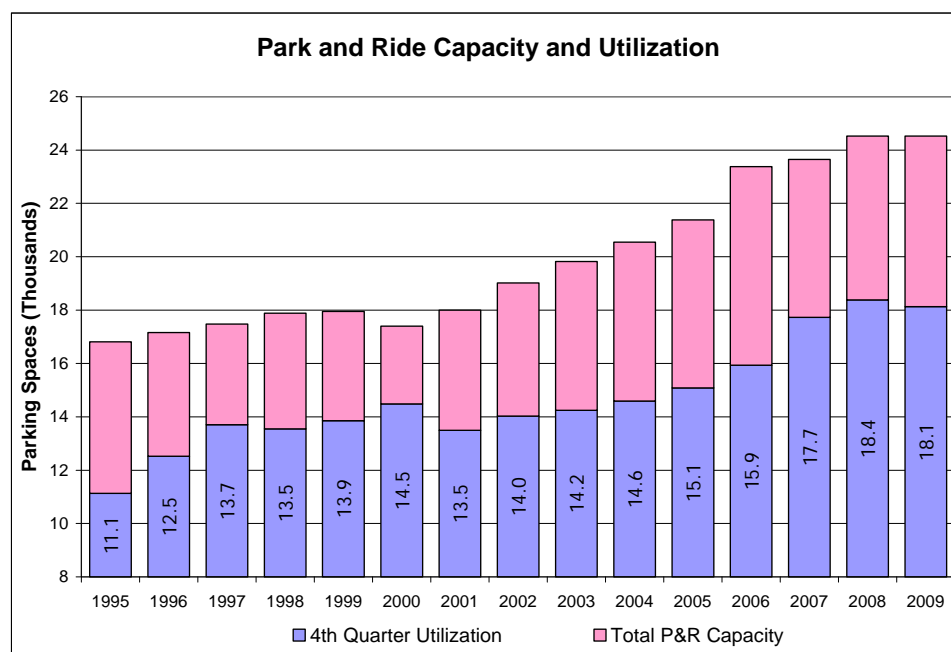
<b>Leased Lot Capacity and Utilization</b>			
FOURTH QUARTER 2009	Capacity	Used	Percentage
North District (11 lots)	510	418	82%
East District (23 lots)	763	243	32%
South District (31 lots)	1,307	727	56%
<b>TOTAL (65 lots)</b>	<b>2,580</b>	<b>1,388</b>	<b>54%</b>

<b>Permanent Facilities Capacity and Utilization</b>			
FOURTH QUARTER 2009	Capacity	Used	Percentage
North District (14 lots)	3,311	2,956	89%
East District (23 lots)	8,956	6,733	75%
South District (28 lots)	10,279	6,537	64%
<b>TOTAL (65 lots)</b>	<b>22,546</b>	<b>16,226</b>	<b>72%</b>

Park-and-rides serve as collection points where people from many different places can come together at a single location and take transit for the shared portion of their trip. Park-and-rides can be particularly well suited for collecting people in lower-density areas in a way that supports higher levels of transit service.

## Encouraging Greater Transit Use

Park-and-rides play an important role in facilitating peak period commute-oriented travel. To take full advantage of this, in 2002, Metro added a park-and-ride expansion strategy to its strategic plan. The strategy was designed to specifically target park-and-ride capacity in congested corridors. Since 2002, over 5,500 parking stalls have been added to the inventory of park-and-ride spaces served by Metro and Sound Transit. Even with this expansion, park-and-ride utilization has remained fairly constant since 2002 at approximately 74 percent. The Park – and-Pide Capacity and Utilization chart below shows how park-and-ride capacity and utilization have changed since 1995.



## Successful Park-and-Rides

The 2002 park-and-ride expansion program was specifically designed to further tap the commute market. High peak period utilization of park-and-ride stalls is largely influenced by the appropriate placement of the park-and-ride facility. There are at least five things that successful King County park-and-rides share:

1. The location provides frequent direct peak service to major employment centers.
2. The location provides users convenient and easy access in the approach to their ultimate destination.
3. Transit vehicles have quick entry onto a limited access roadway or urban arterial for direct connection to the destination.
4. The park-and-ride lot is served all day with at least 30 minute service
5. Users feel safe and secure.

Bothell, South Bellevue, South Kirkland, and Mercer Island Park and Rides, for example, all share these elements and all had utilization rates of 100 percent or more in the 4th Quarter of 2009.



## Other Uses

In addition to the 25,000 parking spaces these park-and-rides provide, park-and-ride facilities can be defacto transit centers, incorporating bus layover areas, route terminals and pedestrian amenities. Because park-and-rides can encourage higher levels of transit service in an area, they can also serve as catalysts for transit oriented development. King County Metro's Transit



Oriented Development Program (TOD) works in concert with local jurisdictions to identify park-and-ride facilities that offer opportunities for transit oriented development. Some recent examples include projects at downtown Redmond and Northgate which included the development of affordable housing. Metro is also pursuing innovative uses of park-and-rides such as providing charging stalls for electric vehicles and allowing for other parking uses in off-peak periods in shared use lots.

## Park and Rides are Available Across the County

King County Metro Transit park-and-ride facilities are located throughout the Metro service area. They are in communities such as Black Diamond, Snoqualmie, Federal Way, Auburn, Kent, Renton, Issaquah, Bellevue, Kirkland, Kenmore and Northgate. Where these facilities serve to concentrate potential transit users into common corridors, they help extend high quality transit service across the entire service area. A map of park-and-ride map can be found on the next page.

Metro Transit's website lists King County park-and-ride lots with bus and rail routes that service them by area. Park-and-ride lot information is available online at:

<http://metro.kingcounty.gov/tops/parknride/parknride.html>.

More information on Metro's TOD program can be found online at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/TransitOrientedDevelopment.aspx>

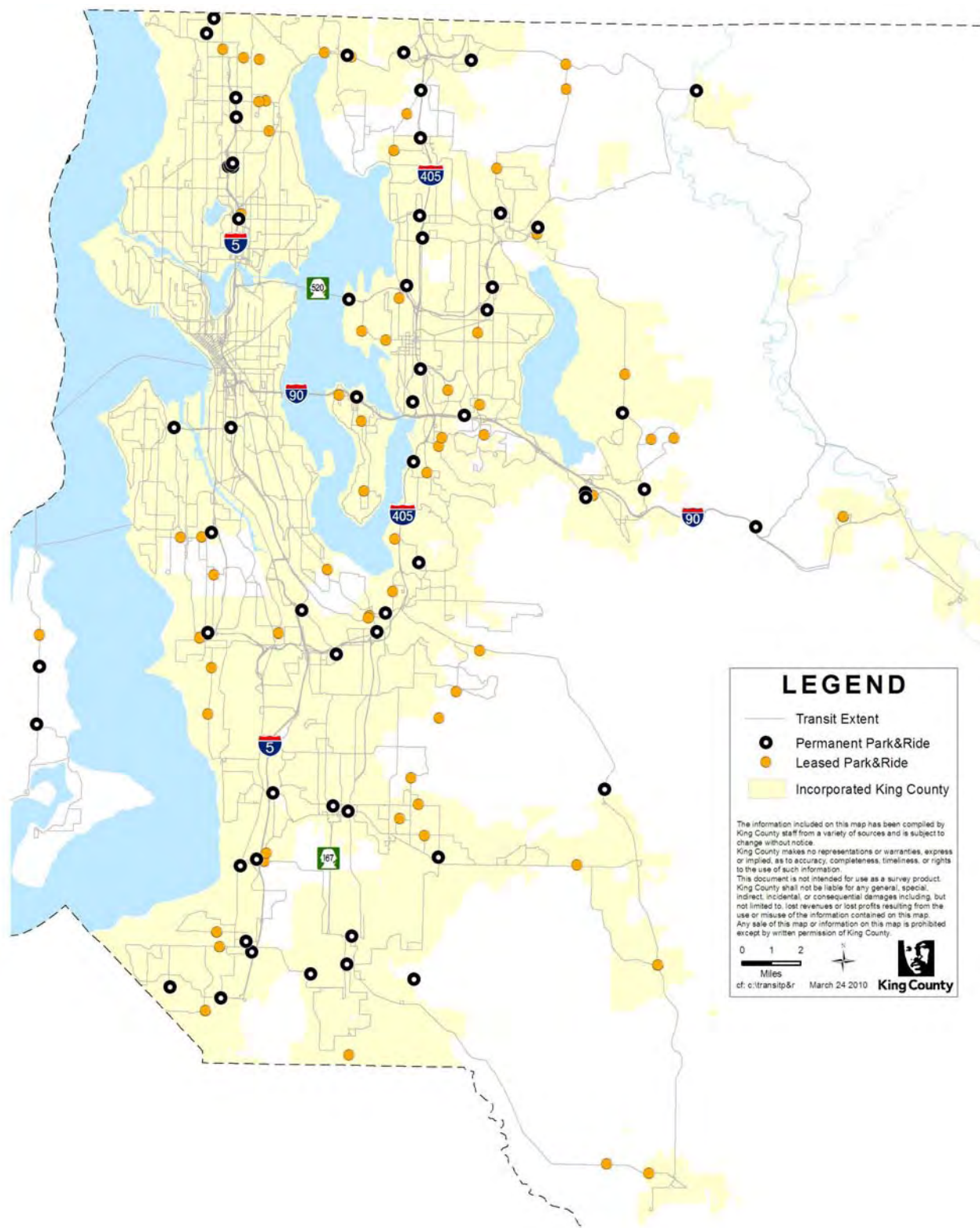
## Quarterly Reports

The 2009 4th Quarter report for Park-and-Ride Utilization of permanent Park and Rides is included after the Park and Ride map. More information about the park-and-ride program and Quarterly Park-and-Ride utilization reports are available online at:

<http://metro.kingcounty.gov/am/reports/reports.html>



## Permanent and Leased Park and Ride in King County



## FOURTH QUARTER 2009/2008 COMPARISON FOR PERMANENT PARK AND RIDES

The following information shows the average number of vehicles using park-and-ride lots on a daily basis. Counts are performed once each month, and the three months are averaged for the quarterly total. P&R changes during the quarter are highlighted; NA-Counts are not available; \*\*These lots are counted once quarterly.

Capacity for King County and State lots reflects spaces available; it does not include accessible spaces or spaces reserved for other uses. In Sound Transit lots the total number of spaces in each lot is included. Also shown are the Lot Inventory Number, Lot Ownership (KC=King County, S=State, ST=Sound Transit) and alteration dates. These may reflect an expansion (E); restriping (R); or modification (M)-usually a change in capacity.

LOT#	NORTH DISTRICT	2009 Fourth Quarter			2008 Fourth Quarter		
		Capacity	Used	% Util.	Capacity	Used	% Util.
703	I-5/NE 65th St./Green Lake (S)	411	368	90%	411	410	100%
704	Kenmore (KC)	603	567	94%	603	571	95%
705	North Jackson Park (S)	68	57	84%	68	66	97%
706	North Seattle (S)	143	130	91%	143	140	98%
707	Northgate P&R (KC)	Closed 5/30/09			418	414	99%
707.1	Northgate North Garage (KC)	Closed 5/30/09			63	54	86%
709	Shoreline (S)	384	280	73%	384	343	89%
710	5th Ave NE/NE 133rd St (S)	46	15	33%	46	10	22%
744	SW Spokane St. (S)	55	33	61%	55	27	49%
749	Spokane/Airport (S)	25	21	83%	25	25	100%
753	Northgate Transit Center (KC/S)	296	297	100%	296	294	99%
753.1	Northgate TC Extension (KC)	398	395	99%	393	391	99%
753.2	Northgate TC Extension, Carpool (KC)	50	49	97%	24	24	100%
754	Aurora Village Transit Center (KC)	202	199	99%	202	213	105%
758	Northgate Mall Garage	280	283	101%	280	272	97%
760	Thornton Place Garage	350	262	75%	Not Open		
<b>North District Permanent Park-and-Ride Totals</b>		<b>3,311</b>	<b>2,956</b>	<b>89%</b>	<b>3,411</b>	<b>3,254</b>	<b>95%</b>

LOT#	EAST DISTRICT	2009 Fourth Quarter			2008 Fourth Quarter		
		Capacity	Used	% Util.	Capacity	Used	% Util.
701	Bothell (KC)	220	220	100%	220	218	99%
702	Brickyard Rd (KC/S)	219	206	94%	242	254	105%
711	Woodinville (S)	438	168	38%	438	161	37%
712	Bear Creek (KC)	283	270	95%	283	310	110%
713	Eastgate (S)	1614	1313	81%	1614	1159	72%
715	Evergreen Point Bridge (S)	51	47	93%	51	35	69%
717	Houghton (S)	470	135	29%	470	153	33%
719	Kingsgate (S)	502	426	85%	502	500	100%
720	SR 908/Kirkland Way (S)	20	17	85%	20	11	55%
722	Newport Hills (S)	275	165	60%	275	178	65%
724	Overlake (KC)	203	113	56%	203	65	32%
725	Preston (S)	53	34	64%	53	36	68%
726	Redmond (KC)	377	208	55%	Closed for Construction		
726.1	Redmond Interim (KC)	Closed 7/10/09			110	110	100%
727	South Bellevue (S)	519	558	108%	519	547	105%
728	South Kirkland (KC)	596	630	106%	596	590	99%
729	Wilburton (S)	186	149	80%	186	184	99%
731	Duvall (KC)	49	18	37%	49	27	55%
755	Tibbetts Lot (KC)	170	20	12%	170	20	12%
759	Issaquah Highlands (KC)	1010	786	78%	1001	760	76%
818	Issaquah TC (ST)	819	522	64%	819	493	60%
830	Mercer Island (ST)	447	447	100%	447	447	100%
851	Overlake TC at NE 40 <sup>th</sup> (ST)	170	175	103%	170	175	103%
854	South Sammamish (ST)	265	106	40%	265	142	54%
<b>East District Permanent Park-and-Ride Totals</b>		<b>8,956</b>	<b>6,733</b>	<b>75%</b>	<b>8,703</b>	<b>6,575</b>	<b>76%</b>

LOT#	SOUTH DISTRICT	2009 Fourth Quarter			2008 Fourth Quarter		
		Capacity	Used	% Util.	Capacity	Used	% Util.
730	Auburn (KC)	358	142	40%	358	211	59%
732	Burien TC (KC)	334	278	83%	260	240	92%
733	Federal Way/S. 320th Street (S)	877	417	48%	877	517	59%
734	Kent/James Street (KC)	713	134	19%	713	182	26%
735	Kent/Des Moines (KC)	370	342	92%	370	374	101%
736	Maple Valley (S)	122	96	79%	122	120	98%
737	Ober Park** (KC)	48	46	96%	48	44	92%
738	Olson Place SW/Myers Way (KC)	98	112	114%	98	110	112%
739	Peasley Canyon Rd/West Valley Highway (S)	54	31	58%	54	49	91%
740	Renton Highlands (S)	146	111	76%	146	139	95%
741	South Federal Way (KC)	515	277	54%	515	379	74%
742	Twin Lakes (S)	600	88	15%	600	131	22%
743	South Renton (S)	373	361	97%	373	373	100%
745	Star Lake (S)	540	425	79%	540	493	91%
746	Tukwila (KC)	255	242	95%	255	255	100%
747	Valley Center** (KC)	55	48	87%	55	48	87%
748	Lake Meridian (KC)	172	43	25%	172	63	37%
751	SR 18/Auburn-Black Diamond Road (S)	26	4	17%	26	11	42%
752	Tahlequah** (S)	36	21	58%	36	34	94%
756	Renton P&R (Metropolitan Place) (KC)	150	131	87%	150	145	97%
757	Redondo Heights P&R (KC)	697	47	7%	697	50	7%
871.1	Tukwila Surface Lot at Tukwila Station (ST)	208	166	80%	185	146	79%
872	Kent Garage at Kent Station (ST)	877	748	85%	874	819	94%
872.1	Kent Surface Lot at Kent Station (ST)	224	157	70%	227	213	94%
873	Auburn Garage at Auburn Station (ST)	517	463	90%	500	461	92%
873.1	Auburn Surface Lot at Auburn Station (ST)	114	114	100%	114	114	100%
877	Federal Way TC (ST)	1200	1015	85%	1200	1107	92%
890	Tukwila International Blvd Station (ST)	600	478	80%	Not Open		
<b>South District Permanent Park-and-Ride Totals</b>		<b>10,279</b>	<b>6,537</b>	<b>64%</b>	<b>9,565</b>	<b>6,828</b>	<b>71%</b>
<b>PERMANENT PARK-AND-RIDE TOTALS</b>		<b>22,546</b>	<b>16,226</b>	<b>72%</b>	<b>21,679</b>	<b>16,657</b>	<b>77%</b>

## Metro Up Close: Commute Trip Reduction (CTR)

Washington State's Commute Trip Reduction (CTR) Law was passed by the Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone. Alternatives include riding the bus or train, carpooling, vanpooling, bicycling, walking, working a compressed work week, or teleworking. There are currently 561 worksites in King County affected by the CTR law, representing over 300,000 employees.

The Washington State Legislature passed the CTR Efficiency Act in 2006 and revised the goals for trip reduction. According to this legislation, each city and county must reduce drive alone trips at major worksites by 10 percent by 2011. Local jurisdictions have revised their CTR ordinances and published new CTR goals for employers.

The law requires major employers to develop and implement employee commute programs to reduce the number and length of drive-alone commute trips made to their worksites. Local jurisdictions (cities and counties) implemented ordinances to define how the law would apply to worksites in their area. Local jurisdictions are required to provide training and technical assistance for employers.

### CTR-Affected Employers

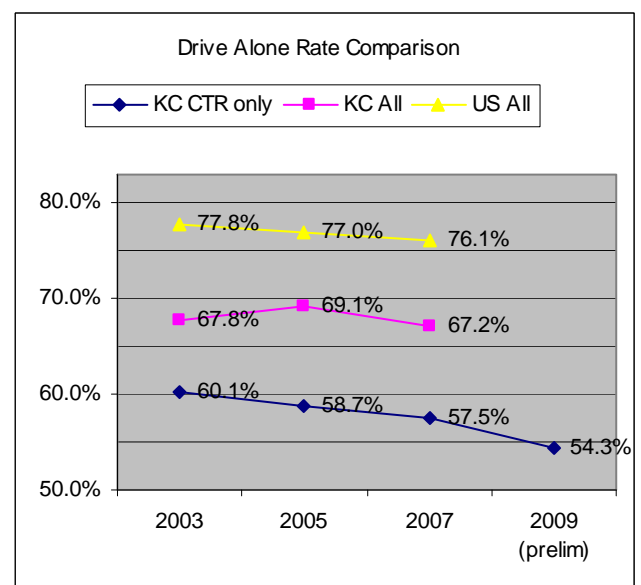
The following guidelines define when an employer is affected by the CTR law:

- Located in a county with a population of at least 70,000
- Located within a designated urban growth area, per the Growth Management Act
- Located near a state highway corridor where commuters experience at least 100 hours of delay per year
- Has 100 or more employees that arrive to work between 6:00 and 9:00 am and regularly work 12 months per year (exempts schools and seasonal employers)

### The CTR Law is working

- CTR removed 28,000 vehicles from Washington roadways every weekday morning in 2009.
- CTR reduced 12,900 hours of delay in the Central Puget Sound Region in 2009, saving \$99 million for the region in congestion-related costs due to lost time and wasted fuel.
- Statewide, CTR reduced 62 million vehicle miles traveled (VMT) annually, equivalent to 27,490 metric tons of greenhouse gasses and three million gallons of fuel.
- Each morning peak travelers in Central Puget Sound saved \$59 in 2009 due to increased system efficiency provided through the CTR program.

**CTR employers and jurisdictions are making progress.** Figure 1 shows the reduction in drive-alone rates among all commuters in the U.S., all commuters in King County, and all commuters that work at worksites affected by the CTR law. The results show that engaging employers and helping them develop and maintain employee commute benefits programs leads to a reduction in drive-alone rates.



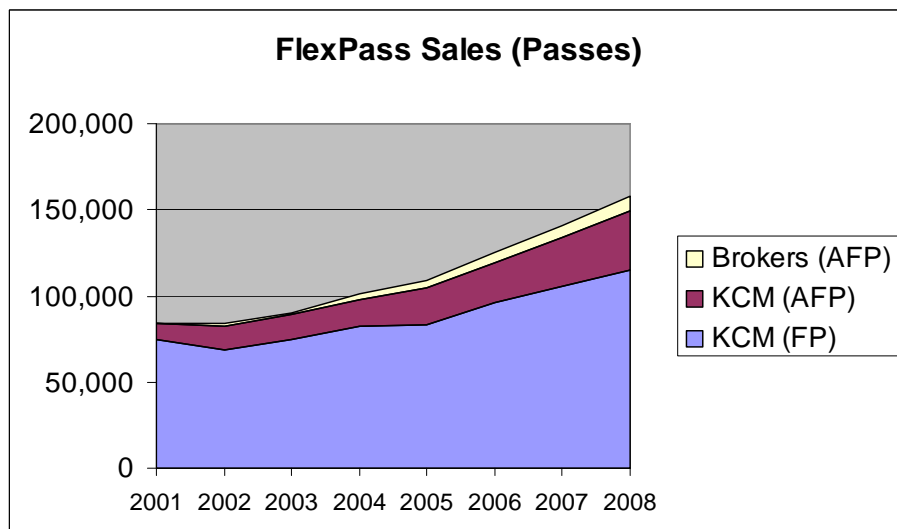
## Metro Up Close: Employer Pass Programs

Metro has a long history of building ridership by reaching commuters through their employers. Employers in King County may purchase employee transit benefits from Metro either through retail or custom program options. Over 2,000 employers purchase some form of employee transit pass or commute benefit product from Metro. Metro's success in growing its market share through these pass programs is unparalleled among Metro's peer agencies.

The custom employer program at Metro grew out of Metro's experience with the University of Washington UPASS.

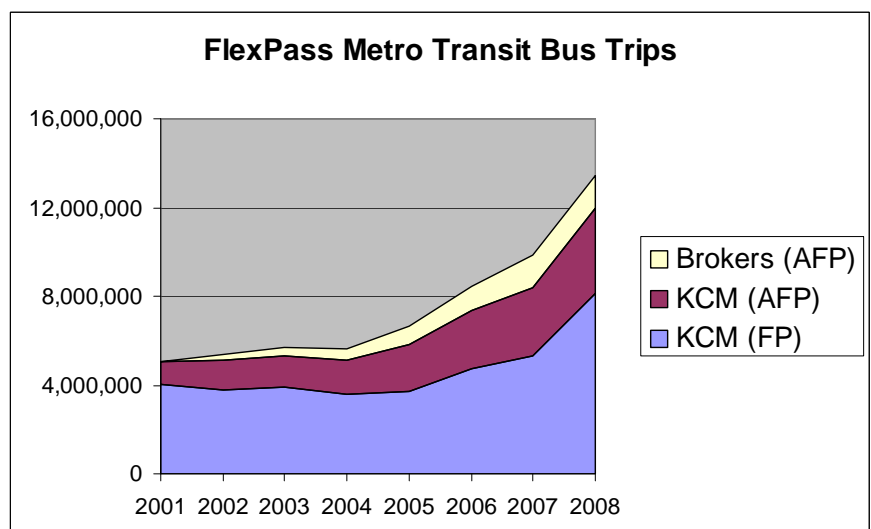
Faced with challenges to campus expansion (permits, traffic management, and the cost of building parking) the University engaged in a process with Metro and others to figure out how to get more people to campus in fewer vehicles. The result was the UPASS. Under UPASS, every student, staff and faculty member may purchase a

quarterly transit pass at a fraction of the retail value. The UPASS also has vanpool, carpool, emergency ride home, night shuttle, and other benefits associated with it. The UPASS has been so successful that today fewer cars arrive to campus each day than did in 1991, while the student population has grown by almost 15 percent and the number of faculty and staff has increased as well.



### Extending the Success of UPASS:

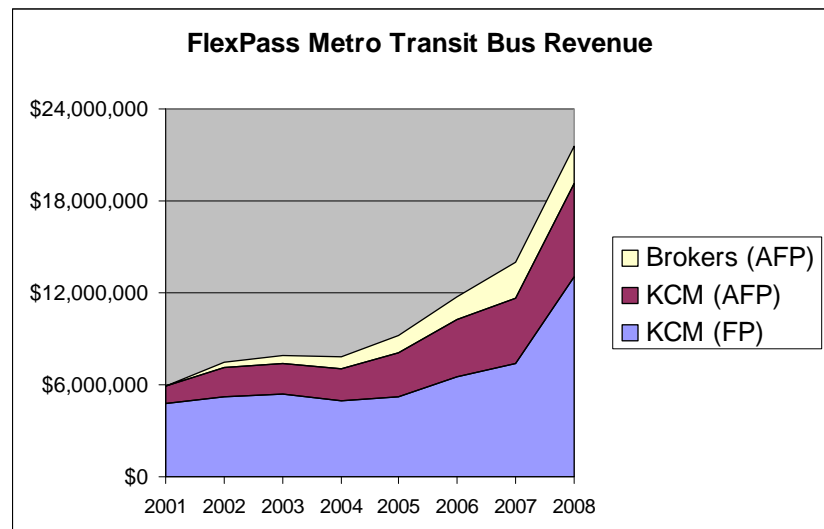
Metro began to replicate the success of the UPASS with its FlexPass program. The premise for FlexPass was simple: put a pass in as many hands as possible at a worksite, associate multiple benefits with the pass so that each potential user could find value in it, and require that the employer subsidize at least 50 percent of the cost to the employee. Among the most significant developments in the



product packaging was that Sound Transit participated in every FlexPass account, and other agencies participated on a case by case basis. Also, all FlexPass agreements included Metro vanpool subsidies and a guaranteed ride home service. Metro offered FlexPass to employers at a fixed annual cost, so the cost of new trips during the year was absorbed by Metro. Because ridership increased very steeply in the early years of FlexPass, Metro's fare policies were changed to phase in the rate of cost increase to the employer.

Figures 1, 2, and 3 show the rate of participation in FlexPass in terms of passes, trips, and contract revenue from 2001 through 2008. In 2009 the region launched the ORCA smart card

program and customers began to transition from FlexPass to ORCA. Thus, 2008 is last year of complete data for the FlexPass program.



## Legend Key

**Brokers.** Brokers are third party organizations contracted to sell FlexPass on Metro's behalf. Brokers traditionally targeted employers with fewer than 100 employees. The Downtown Seattle Association (Commute Seattle) and the Bellevue Downtown Association (TransManage) performed this role for Metro. The brokers made huge inroads into their respective markets: between them the brokers managed over 400 Area FlexPass accounts.

**KCM (AFP).** The AFP "Area FlexPass" designation means that the pass price was determined by geographic area. The popularity of the FlexPass program led Metro to meet a business need to simplify the product's pricing and maintenance. This product was targeted to employers with 25-499 employees.

**KCM (FP).** These are classic FlexPass agreements where the cost to the employer was based on data specific to that employer's employees' use of Metro and other services. There were fewer than 60 such accounts in 2008, but these accounts represent a huge proportion of the program's trips and revenues.



## **Metro Up Close: Central Puget Sound Regional Fare Coordination Project**

### **Project Purpose**

Seven transportation agencies have implemented a regional fare collection program which enables customers to use one fare card on multiple systems throughout the four county Central Puget Sound area. Smart card fare collection technology allows linked trips between transit, ferries and rail significantly expands each agency's strategic fare policy capabilities.



### **System Status**

- **April 20, 2009:** The Agencies launched the ORCA system in revenue service. For additional information please visit the website [www.orcacard.com](http://www.orcacard.com) [external link] or call 1-888-988-6722 (ORCA)/ TTY Relay: 711/ 888-889-6368. The Contract Administrator can be reached at 206-684-1562.

### **Project Schedule**

- Contract Award: 2003
- Revenue Service Beta Test: 2006 - 2007
- Final System Design: 2008 - 2009
- Full system revenue operations: April 20, 2009

### **About the Card**

The ORCA card offers the convenience of one-stop shopping for your Puget Sound-area public transportation needs. Whether you commute by ferry, train, rail or bus – or any combination of transportation modes – the ORCA card has you covered. That's because ORCA is a collaborative regional fare system involving seven Western Washington public transportation agencies – Community Transit, Everett Transit, King County Metro Transit, Kitsap Transit, Pierce Transit, Sound Transit and Washington State Ferries.

No more worries about carrying correct change. The ORCA card is like a computer that can simultaneously keep track of value equivalent to cash and passes. One card is all you need.

Best of all, ORCA is safer than cash. By registering your ORCA card, you receive balance protection: If your registered card is lost or stolen, report it immediately to an ORCA Customer Service Office, online or by phone, and they will assist you with replacing your ORCA card and restoring the lost value, subject to the ORCA Terms of Use. Customers will be charged a replacement fee for the new card.



The ORCA card contains built-in intelligence that processes and stores information for three different types of transactions:

- A regional pass product like PugetPass (which ORCA replaced).
- An agency-specific pass product like a Kitsap Transit or Washington State Ferries monthly pass.
- Stored transportation value known as an E-purse. Value is deducted from your E-purse each time you take a ride, just as if you were using cash (except for WSF vehicle, bicycle and surcharge fares).

### **The ORCA Card is:**

**Quick.** Get on the bus, train or ferry faster. Just tap your ORCA card, valid on Puget Sound-area buses, commuter trains and ferries, on the ORCA logo at the card reader.

**Convenient.** Move smoothly between seven public transportation systems, with no worries about different fares, lost tickets or misplaced transfers.

**Worry-free.** Ride without worrying about having exact change. The ORCA card monitors the remaining value of E-purse and passes, so you don't have to. And, if you register your card, you receive balance protection with the security of balance replacement if your card is lost, stolen or damaged.

### **ORCA for Businesses:**

The ORCA card is a smart choice for businesses and their employees. About the size of a credit card, it automatically calculates any fare due and is valid for rides on Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit and Washington State Ferries.

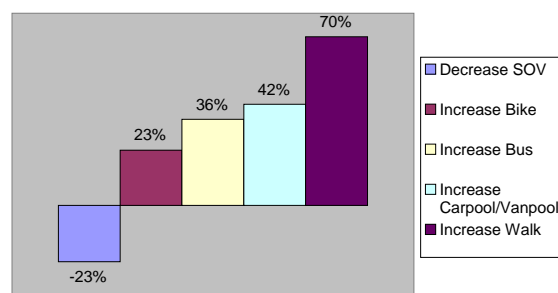
ORCA offers businesses a menu of transportation product options - all in a single card. ORCA's accurate ridership data provides valuable information for program planning and budgeting. Since ORCA cards are good for approximately four years, businesses no longer have to worry about handing out monthly passes or multi-rides and may simply distribute the card once and use a reload option that's most convenient. And if a business has multiple offices, it can manage all these accounts through a single interface on the ORCA Business Accounts website. There are two great programs for businesses to choose from, Business Choice or Business Passport.

## Metro Up Close: Innovative Partnerships

### King County Metro Transit's In Motion

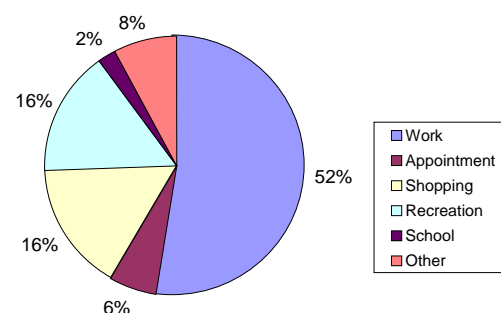
program uses community-based social marketing techniques to affect people's transportation awareness and behavior. The In Motion approach focuses on neighborhood-based outreach, rather than the more typical employer-based approach. In addition, In Motion addresses the potential to change any trip from drive alone to an alternative mode, rather than focusing exclusively on commute trips. The In Motion program provides residents in selected neighborhoods with incentives to try driving less, raises individual awareness of alternate travel choices, and helps break the automatic reflex to drive for all trips.

Average Behavior Change as reported by all participants



The program was designed to be easily adapted to different neighborhoods with minor modifications in message and materials. King County has been operating In Motion programs since 2004, and to date has completed over 20 projects in neighborhoods throughout King County, including many in the City of Seattle, and in Bellevue, Lake Forest Park, and Renton. In recent years, In Motion programs have been used to promote transit service additions and changes, and to mitigate impacts of major construction projects such as the WSDOT I-405 expansion project. In Motion is funded through a variety of grant funds, and with contract funds from WSDOT for construction mitigation. The program leverages other fund sources, either as cash or in-kind contributions, from employers, local businesses, and local jurisdictions. In Motion programs generally last between 10 and 12 weeks, and garner participation from 8% of households canvassed. Participants report that their drive alone trips are reduced by about 20%. Increases in bus, walk, bike and ridesharing vary depending on the neighborhood, but all alternative modes see increases. In 2009, In Motion implementation in Southeast Seattle focused on partnering with local non-profit groups to reach a high percentage of limited English proficient populations. In 2010, In Motion will be implemented in the Tukwila to SeaTac corridor in support of Rapid Ride Line A, and in Kent. The program will be modified to employ social networking tools to increase communications with and between participants over the course of the programs.

Reasons for Trip, All Projects



Additional information is available at [www.kingcounty.gov/inmotion](http://www.kingcounty.gov/inmotion).

## **Jobs Access Reverse Commute (JARC)**

The Job Access Reverse Commute (JARC) Transportation Program is a comprehensive approach to providing transportation to low-income and welfare reform clients transitioning into employment. Metro's JARC Program works with social service agencies, employers, jurisdictions, and housing authorities to provide travel options by supporting the costs associated with leased vans, with mobility assistance programs, and other programs to help individuals overcome transportation barriers to employment. JARC partners, including Neighborhood House, Casa Latina, Puget Sound Educational Services District, Youthcare and Hopelink provide over 16,000 trips a year. JARC has worked with King County Housing Authority, Seattle Housing Authority and ARCH housing to bring travel information and options to residents. JARC provides assistance in joining or forming carpools and vanpools for individuals who might otherwise not have this option. JARC programs improve access to information about transportation options, especially for non-English speaking clients by creating custom brochures and maps with human service agencies, with Metro's In-Motion projects, and by supporting multi-language travel tools that Metro uses to encourage transit use. These tools have proven especially effective in helping communities adapt to bus service revisions within a neighborhood. Metro's JARC program has partnered with Zipcar to expand car sharing to low-income individuals and communities in the region.

## **Partners in Transit**

The Partners in Transit program reaches new markets to promote transit and other transportation alternatives by partnering with member-based organizations. The program uses partners' communication channels to reach their members with messages about driving less and using transit, carpooling, biking and walking more. Members are asked to take a pledge to drive less, and the program provides them with incentives and information to help them get started. Metro has successfully partnered with the Woodland Park Zoo (40,000 households), PCC Natural Markets (24,000 households), Entercom Radio (The End), and the Seattle Art Museum (28,000 households). Each program is custom tailored to use messages that will reflect the interest of their membership or audience. Survey results have shown that individuals and organizations that participate continue to use and promote transit as an alternative to driving. The organizations continue to promote transit on their websites, in their newsletters, and in their on-going communication with their respective communities.

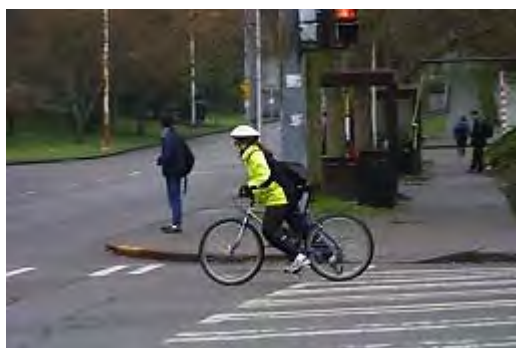
## Metro Up Close: Bicycle Programs

Bicycle commuters are a growing market for King County Metro. A system-wide count conducted in Summer, 2007 indicated that Metro buses carry over 14,000 bicycles weekly during the peak season.

There are two ways bicyclists link their trips with transit: 1) they can take a bike on the bus if riding on either end of their trip, or 2) they use a bicycle as a means of access to transit, store the bike at a transit facility, and take the bus the rest of the way to their destination.



To respond to the growing demand for bikes on buses, Metro has received federal funding over the past five years to retrofit all of its coaches with three-position bike racks. This project is due to be completed in March, 2010. In February, 2010 Metro's long-time policy of restricting bike loading in Downtown Seattle's Ride Free Area was also changed to allow bikes to be loaded and unloaded at any regular bus stop, including stops within the Ride Free Area, at all times of the day.



For commuters who do not need to take their bike on the bus, Metro provides 230 secure bicycle lockers at 29 different transit facilities, including freeway stations, transit centers and park-and-ride lots. Lockers are normally 90 – 95% leased during the peak season. King County Metro currently has grant funding to test on-demand bicycle lockers, which would allow multiple users to share a single locker and provide greater flexibility in travel patterns.

Metro is also pursuing implementation of a bike sharing program in King County with a team of partners, including the Cities of Seattle, Redmond, Bellevue and Kirkland, Children's Hospital, Microsoft, and the University of Washington. An RFP for a vendor is slated to be issued in 2010.

Other components of Metro's bicycle program include sponsoring the Downtown Seattle bike station facility (in partnership with the City of Seattle and Sound Transit), support for the Major Taylor program (an Equity & Social Justice initiative aimed at creating a more diverse cycling community), and encouragement of cycling through events and creation of promotional materials.

# History of Metro

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Metro Transit was authorized by a public vote in 1972, but its history can be traced back to the beginning of transportation in King County. From the mosquito fleet, to Seattle Municipal Railway to the Seattle Transit Systems, each iteration of transit set the stage for those that followed. Many of Metro's routes, particularly those in the City of Seattle, closely follow the historical routes laid out by the streetcars and early bus lines. In addition to routing, transit systems in Seattle and the surrounding areas have also struggled with funding, infrastructure, and the balance between service quality and efficiency. When Metro first took over for the Seattle Transit System in early 1973, it inherited a run down system that had declining ridership and low appeal for a population that largely depended on automobiles for mobility.

## ***1970's: Metro Begins***

Metro Transit was authorized in 1972 by a citizen vote that provided .3 percent sales tax revenue for transit service in King County. This vote was monumental for King County as it was the first transit measure to pass since 1918 and it had been precipitated by several failed initiatives in the 1960's and a final no vote on Forward Thrust<sup>1</sup> in 1970. Through the vote in November, 1972, Metro was authorized to take over Seattle Transit and suburban bus companies, which were in severe decline. Metro was born at the beginning of 1973 and was charged with implementing the "1980 Transit Plan" which had a goal of carrying 54 million annual riders by the end of 1980.

With new funding and a new outlook, Metro reinvigorated a transit system that had long been struggling. Transit ridership began to rise with an immediate increase of 4.5% in 1973 and more than 8% in 1974 and 1975. In 1976, the zone and fare collection system was simplified and 145 diesel articulated buses were ordered by Metro to carry more passengers. This order was the first of any American transit system and the largest purchase of this type of bus in the world. With the addition of paratransit in 1977 and the conversion of the transit fleet to be fully wheelchair accessible, Metro's services were beginning to resemble those of the present transit system. By 1979, there were 58 million riders on the system, 4 million more than the goal set in 1973 when Metro was created.

## ***1980s and 1990s: Metro Develops***

During the 1980's and 1990's, Metro continued to grow and develop. Funding for transit increased as more sales tax revenue was authorized and the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed which aided transit through grants and flexibility in comprehensive planning.

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<sup>1</sup> Forward Thrust was a series of bond proposals in the late 1960's and early 1970's, that were designed to fund improved transportation, water, community housing, and other capital improvement programs. The major transit initiatives of 1968 and 1970 would have brought 500 miles of bus routes and 49 miles of rail to the region. This would have been matched by nearly \$900 million in Federal Funding had it been passed.

The system was expanded through approval of the Downtown Seattle Transit Tunnel, completed in 1990. More people were encouraged to use transit through the Clean Air Act and the Commute Trip Reduction laws that led to new incentives for ridesharing and transit.

At the end of the 1990's, Metro was absorbed by King County, resulting in the current system. Virtually all of the factors that influence transit planning for King County Metro have been affected by the high population growth that this region has experienced since the 1980's. Since 1980, the population of King County has grown 44.5% from 1,269,898 to 1,835,300. In response to this overwhelming population growth and the accompanying effects on increased traffic congestion, state, regional and local governments crafted legislation in an effort to manage regional growth. The growth management act (GMA), passed in 1990, directs development to designated urban growth areas and limits growth in rural and resource land areas.



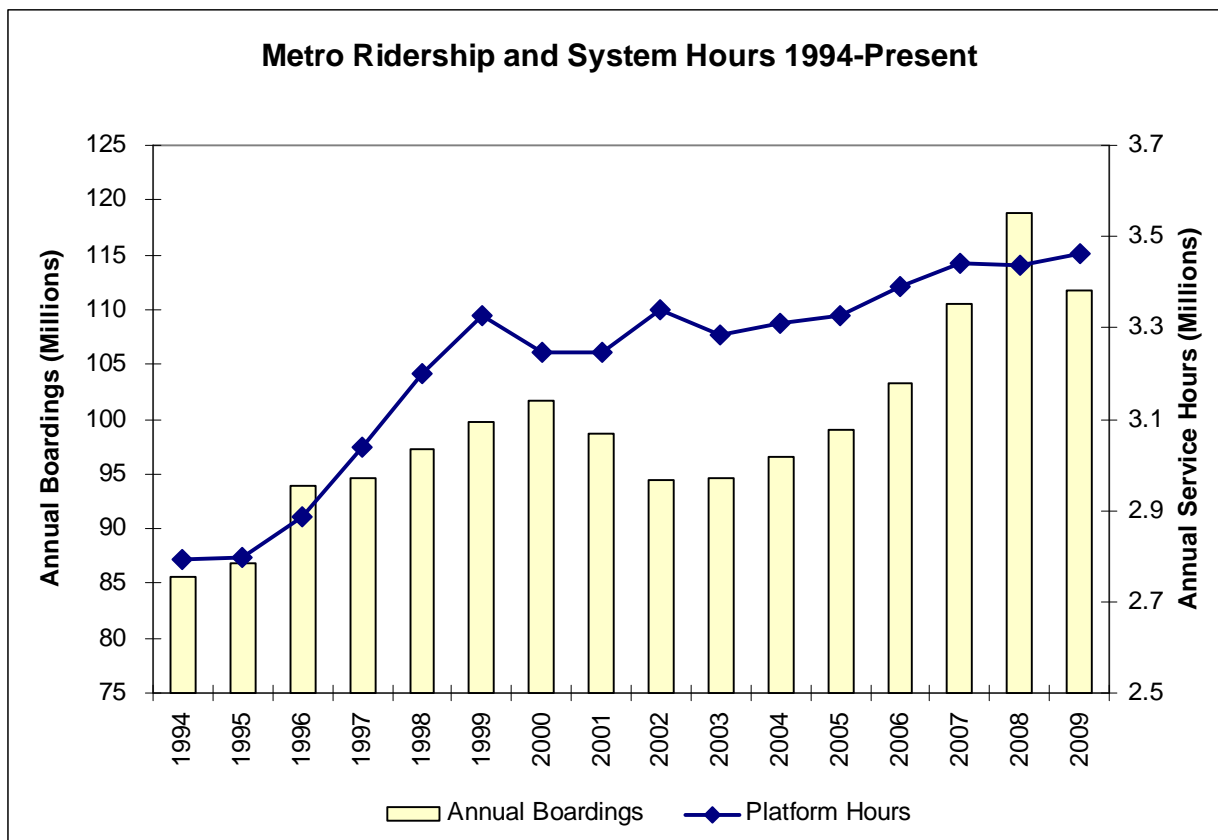
Metro adopted its first Comprehensive Plan for Public Transportation in the form of the Long Range Planning Framework (LRPF) in 1993. The long range plan established the foundation for transit planning and identified goals, objectives and policies to enhance mobility, support regional and local growth management efforts, and build partnerships at all levels of governments. It also provides policy guidance for the six-year and annual planning process. Building on the long-term policy foundation, Metro adopted its first six year plan to serve as an implementation guide and establish the basis on which annual operating and capital decisions are made.

Following the adoption of the LRPF and the first six-year plan, Metro initiated a major shift to a “multi-centered” system focused on connections to and between transit hubs, with higher frequency services in key corridors. Changing demographics of King County and rapid growth in areas outside the city of Seattle prompted the shift to provide access to a broader range of destinations with more efficient use of fleet and service hours. Much of the region's growth has occurred outside of Seattle, in south and east King County. Between 1994 and 2005, roughly 50 percent of the growth in population has occurred in South King County, with 30 percent in East King County. Twenty percent of the overall growth occurred in Seattle and West King County. Since 2005, this growth trend has continued. Following the shift, there were notable ridership gains and Metro has continued to build on this system. Metro has also worked to increase service on a core network of routes connecting major centers and to integrate with Sound Transit services.

Following the initiation of the new system structure, there were notable gains in ridership and productivity due in large part to core route improvements, consolidations and restructures. Transit use increased and single-occupant vehicle travel was reduced, primarily as a result of an increased number of partnership efforts. There was also an increase in the number of households with residents using transit. Between 1994 and 2000, the proportion of households using transit increased to 31 percent from 28 percent.

### ***Beyond 2000: King County Metro's Current System***

Metro faced a significant funding crisis in 2000, with the repeal of the Motor Vehicle Excise Tax (MVET) by the Washington State Legislature following a statewide voter-initiative, I-695, in 1999. The loss of MVET revenues cut Metro's funding by about \$110 million per year, representing about 29 percent of Metro's total operating funds. A dip of 150,000 service hours occurred in the year 2000 resulting from Metro's loss of Motor Vehicle Excise Tax (MVET). In spring 2000, the Washington State Legislature provided King County with about \$36 million in one-time "bridge" funding. In 2001, a King County voter-approved sales tax, Proposition 1, restored some of the lost funding by providing an additional two-tenths sales tax for transit but made Metro more reliant on sales-tax, a more volatile source of funding.



Though the automobile remains the most heavily utilized mode of transportation in the Puget Sound Region, rising concerns for the environment, coupled with increasing

consumer prices have again led many people to rethink their transportation options. Traffic congestion is on the rise, as population and employment growth, has led to significant increase in travel demand. Traffic congestion is reported to cost the average Seattle-Everett area commuter 46 hours of delay per year which in turn translates to a cost of \$792 annually in excess fuel and lost time.<sup>2</sup> Biking and walking have gained prevalence, automobiles have lost appeal, and people are driving less. Although the future is uncertain, costs of living will almost certainly continue to increase. King County residents may begin to permanently shift their transportation habits to a reliance on public transportation.

In order to enable Metro to keep pace with the growing demand for transit, Transit Now was approved by voters in November 2006. Metro Transit delivered the first service additions just three months later, and has been expanding service ever since. People have been using this expanded transit. In the first two years of the program, with only a 2% increase in service, Metro has almost achieved *Transit Now's* ten year goal of 20% more riders. By the end of 2009, Metro expanded service by 135,000 annual hours through Transit Now.

Up until the middle of 2008, King County Metro had every intention of continuing the growth and development of the system started in the 1970's. However, the past two years have been times of extreme challenge for King County Metro. A deep recession, severely affecting transit agencies across the nation, led to a reduced budget that included job losses, fare increases, digging deeply into reserves, and cuts to Metro programs. Moreover, the steep decline in sales tax receipts beginning in the second half of 2008 has created a well-documented structural imbalance in Metro's finances. Since sales tax revenue makes up 70% of Metro's operating budget, Metro is facing a difficult reality. The revenue that Metro will collect from sales tax receipts between 2008 and 2013 is projected to be \$700 million less than originally predicted.

Even as funding has decreased, transit demands in King County remain strong and will continue to grow as the regional economy rebounds and more people move into the area. Before 2017, the county is expected to add 250,000 new jobs and more than 150,000 new residents. At a time when transit has become a more popular way to travel and more people are moving to the region, King County Metro should be poised to grow to meet this demand. However, the reality is that it is likely that Metro will have a difficult time sustaining existing services if the revenue outlook does not improve substantially.

Thus far, with the passage of the 2010 Metro Transit Budget, Metro has been able to retain the same number of service hours to provide transit throughout King County. Since resources are so scarce, some of the service hours have been reallocated from their current trips and routes to better serve the overall transit needs of the County. In this way, the 2010 Metro Transit Budget allows transit to continue some planned growth over the next two years in areas where Metro has made a commitment to the public to implement improved transit service.

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<sup>2</sup> The 2005 Urban Mobility Report, Texas Transportation Institute, May 2005;  
<http://mobility.tamu.edu/ums/>



For example, RapidRide bus rapid transit, which was originally part of Transit Now, will continue as scheduled. RapidRide is Metro Transit's new, streamlined bus service which will provide frequent, all-day service in six popular transit corridors throughout King County. Four of the six RapidRide bus rapid transit lines will start service between 2010 and 2012, increasing the overall number of service hours operated by Metro. As we move forward into the future, Metro will continue to improve and change service to better meet the mobility and travel needs of King County residents.