

**Improvements Funded by *Transit Now***

July 26, 2006

This exhibit describes the types of services to be implemented using the one-tenth of one percent sales tax collected through the Transit Now initiative.

Service investments made under this initiative shall be consistent with the King County Metro Transit service allocation, service redeployment, schedule maintenance and partnership policies the following five program elements of Transit Now as further described below:

1. *RapidRide*/Bus Rapid Transit
2. High Ridership Network
3. Service for Rapidly Developing Areas
4. Service Partnership Program
5. Transit Now Additional Improvements

**1. *RapidRide*/Bus Rapid Transit**

**OBJECTIVE**

Create Bus Rapid Transit (BRT) with frequent all day service and faster travel times on five key travel corridors identified below. BRT is a term used to describe transit services and facility improvements that achieve higher capacity and faster operation than traditional buses. Providing a unique *RapidRide* branding, frequency and quality of service to customers will result in a significant improvement in the customer's transit experience, and make the transit system easier to understand and use. *RapidRide* implements Strategy S-5 of the 2002-2007 Six-Year Transit Development Plan by combining new service, supporting capital equipment and facilities, and traffic operations improvements.

Rapid Ride is a term used to describe transit services and facility improvements that achieve higher rider satisfaction than traditional bus services with features such as:

- High frequency operation (target of 10 minutes or less)
- Faster, more reliable trip times through exclusive, HOV or Business Access and Transit (BAT) travel lanes, and/or priority at intersections through transit signal priority and queue jumps
- Improved shelter waiting areas with real-time information at major stops
- Low emission hybrid diesel-electric buses
- Branded buses and facilities with a unique look and feel

**SERVICE CORRIDORS**

Rapid Ride service will be implemented in the following key travel corridors:

- Shoreline/Downtown Seattle via Aurora Avenue North
- West Seattle/Downtown Seattle via West Seattle Bridge
- Ballard/Downtown Seattle via 15th Ave Northwest and the Uptown Queen Anne/Seattle Center district

- Federal Way/Tukwila via Pacific Highway South
- Bellevue/Redmond via Crossroads and Overlake

## **2. High Ridership Network**

### **OBJECTIVE**

Continued development of a multi-centered network of core bus routes and implementation of Strategy S-3 of the 2002-2007 Six-Year Transit Development Plan by providing frequent (target frequency of 15 minute) all-day, two-way seven-day-a-week service between King County's most densely developed activity centers. The types of improvements made to core connections would include improved frequency, expanded hours of operation, and more trips on crowded routes.

### **SERVICE CORRIDORS**

Improvements will be focused on the Core Service Connections and High Ridership Routes identified in Exhibit 1. Additional improvements may be made on Core Service Connections identified in Metro's Six-Year Transit Development Plan as currently adopted or hereafter amended, and other high ridership corridors.

## **3. Service for Rapidly Developing Areas**

### **OBJECTIVE**

Increase service to growing residential areas within the Urban Growth Area and implement Strategy S-7 of the 2002-2007 Six-Year Transit Development Plan by adding peak service in areas not currently served and offering expanded midday service in some areas that currently have peak service only.

### **SERVICE AREA**

Metro shall conduct outreach with affected stakeholders and elected officials representing Metro's East and South subareas to identify rapidly growing residential areas of the county which would benefit from additional transit service. Areas in East and South King County within the Urban Growth Boundary include but are not limited to Duvall, Redmond Ridge, Sammamish, Snoqualmie, Issaquah, Covington, Maple Valley and Black Diamond.

## **4. Service Partnership Program**

### **OBJECTIVE:**

Metro will set aside the equivalent of up to fifteen percent of the annual service hours funded by the additional one-tenth of one percent sales tax for a service partnership program. With direct financial contribution to service operations costs, as well as with capital investments and actions to manage traffic that achieve transit speed and reliability improvements, public and private partners or partnership groups will leverage Metro's service resources to increase overall transit service resources.

A Service Partnership strategy that implements Strategy F-3 of the 2002-2007 Six-Year Transit Development Plan by linking near-term investment in public transportation with long-term

sustainable growth and economic development will be developed and sustained. The Service Partnership strategy is intended to act as a tool to help local jurisdictions, developers, and employers become partners in offering new transit service to meet growth targets and improve transit market share to support employee commuting.

Service partnerships are possible in many areas of the county and are targeted but not limited to designated urban, manufacturing and industrial centers in King County. The Service Partnership program is intended to be applied to Metro bus service operated primarily on local streets and arterials and not bus service operated primarily on state or interstate highways where traffic operations are not managed by the local jurisdiction.

### **GUIDELINES GOVERNING SERVICE PARTNERSHIPS**

- ***Reserve up to fifteen percent of the service hours funded by the additional one-tenth of one percent sales tax for this purpose.*** New service partnership hours implementation shall be limited to no more than one-half of the new service hours funded by the additional one-tenth of one percent sales tax implemented in any calendar year. Subject to the terms of the agreements as described below, service will be managed by Metro, available to the general public, and required to be operated only so long as the relevant service partnership agreement remains in place.
- ***Enter into Service Partnership agreements.*** Metro shall establish service partnership agreements where public and private entities have an economic incentive to create or sustain population and economic growth by increasing transit availability, and located where transit service investments will generate the most riders. The agreement may include a single partner entity or group of public or private partners. The term “partner” as used in this Exhibit shall refer to either single partner or partnership groups.
- ***Types of Service Partnerships.*** Service Partnership hours may be implemented under two types of partnerships.
  - ***Direct financial participation:*** A partner that wishes to implement additional service on existing routes or establish new routes may do so by agreeing to pay towards the fully allocated cost of providing the service. Metro’s resources in an amount equal to double those of the partner will remain in the operation of the bus route(s) mutually agreed to by Metro and the partner as long as the partner’s financial contribution continues. For example, when Metro provides a match equal to double the participation of a partner that contributes \$200,000 annually, the \$600,000 in combined partner and Metro funds would enable implementation of about 6,000 annual service hours.

When a partner wishes to implement additional service on an existing route or routes, a minimum financial commitment of \$100,000 per year for five years is required to establish a partnership agreement.

When a partner wishes to implement additional service to establish a new route or routes, a minimum financial commitment of \$200,000 per year for five years is required to establish a partnership agreement.

- ***Transit speed and reliability project participation:*** Service hours will be provided when a partner makes a capital investment or traffic operations change to create a transit speed and reliability benefit along a continuous *RapidRide* corridor, or “core service connection” corridor as designated in Metro’s Six-Year Transit Development Plan. Speed and reliability projects on *RapidRide* corridors will have a higher priority than projects in other corridors. Metro will provide a match of 5,000 annual service hours for each core route along the designated corridor. Such match will be provided when the investment or traffic operations changes are projected to result in transit speed improvements of 10% or more on each affected core route(s) for the twelve core hours of week day operation. The projection of speed improvements shall be made by Metro. The methodology for projecting speed improvements may be based on the following principles or on other principles agreed to by Metro and a partner:
  - Changes in speed will be derived from the measurement of travel time savings in both directions along a core service connection corridor.
  - The current core route speed will be measured for a six-hour weekday combined a.m. and p.m. peak period, and for a six-hour weekday midday period, between the geographic limits of the corridor as defined in Metro’s Six-Year Transit Development Plan Strategy S-3.
  - The 10% or greater speed increase must be achieved in both the peak period and the midday period
  - The projected speed increases will be derived based on accepted transit industry engineering simulation and modeling practices, assuming current levels of traffic congestion and ridership.

Metro’s service investment will begin after completion of the capital project or implementation of the traffic operations changes. The resulting service investment shall be considered an ongoing part of the system in the local jurisdiction(s) where the capital investment exists or so long as the traffic operations change remains in place.

Participation based on Transit Speed and Reliability projects includes the following steps and milestones:

1. Agreement signed between Metro and a partner which has agreed to construct capital improvements or modify traffic operations, or both, that Metro forecasts will achieve transit speed improvements of ten percent or greater on each of the subject core routes on the identified corridor.

2. Metro reserves service hours in its financial plan to be implemented following agreed date for project completion. Upon approval of the agreement and appropriation in Metro's Public Transportation Fund annual budget and six-year financial plan, the service hours shall be considered committed to the partner, contingent on the completion of the project as detailed in the agreement between Metro and the partner.
  3. New service hours are implemented at the regularly scheduled Metro service change following project completion.
  4. Metro and its partners shall commit to monitor transit performance on the core route(s) that were improved for a period of five years and to take action, as needed, to sustain the improved operation.
- ***Prioritize service partnerships to reward complementary actions to improve the transit and pedestrian environment.*** Direct financial participation partnerships shall be given priority for implementation over transit speed and reliability project participation partnerships. Prospective partners with transit speed and reliability projects that implement or provide the following complementary actions will receive priority for partnership resources.
    - Parking management actions that reduce parking supply or increases its cost, or both;
    - Additional traffic operations management actions that achieve transit priority, and
    - Pass subsidy and promotional programs that achieve higher ridership
  - ***Establish partnerships within five years.*** If no partnership agreements are established within five years, the unused reserved service partnership resources will be distributed using the regular service allocation formula. If partnership agreements are established within eight years but do not use the entire amount of Metro funded partnership hours, the remaining balance shall be distributed using the regular service allocation formula.
  - ***Service Partnership Awards.*** Service partnerships shall be awarded consistent with the provisions of K.C.C. 28.94.020 governing council review of proposed new bus routes or changes to established routes. Prior to entering into service partnership agreements they shall be reviewed by the Transportation Committee and approved by the Council. The department is encouraged to pursue partnerships with eligible jurisdictions and private entities throughout King County.

## **5. Transit Now Additional improvements**

### **OBJECTIVE**

Implement Strategy S-8 of the 2002-2007 Six-Year Transit Development Plan by improving non-fixed route services to areas not easily served by traditional transit products with actions such as expanding ACCESS paratransit service to cover gaps within the fixed route coverage areas and providing incentives to promote expansion of VanPool, VanShare and Ridematch programs. Improved ridematching tools will make it easier for county residents to find carpool

or vanpool riders. Make targeted investments as appropriate to increase convenience for pedestrians and cyclists at park and rides and transit centers.

**SERVICE AREA**

Countywide within the Urban Growth Boundary, Metro will identify gaps within the fixed-route coverage areas and provide service via the Community Transportation Program for ACCESS paratransit. Efforts will be made throughout the Puget Sound Region to expand the use of the VanPool, VanShare and ridematch programs and, within the Metro fixed-route coverage area, to improve non-motorized access to transit.

## Transit Now Core Service Connections and High Ridership Corridors

Description		
Between These Places		Via Primary Corridor and Destination
Auburn	Kent	Auburn Way
Auburn/GRCC	Federal Way	15th St. SW, Lea Hill Rd.
Ballard	University District	NW Market St., N. and NE 45th St.
Beacon Hill	Downtown Seattle	Othello/New Holly Station, Beacon Ave. S.
Bellevue	Bear Creek	Overlake
Bellevue	Eastgate/BCC	Lake Hills Connector, 148th Ave. SE
Bellevue	Renton	Coal Creek Parkway, Factoria, Newcastle
Bellevue	University District	SR-520
Burien	Downtown Seattle	Ambaum Blvd. SW, Delridge Way SW
Capitol Hill	Seattle Center	Denny Way
Des Moines <sup>1</sup>	Downtown Seattle	1st Ave. S., SR-509, E Marginal Way S
Issaquah	Bellevue	I-90, BCC
Issaquah	Redmond	228th Ave. SE, NE Sammamish
Kent	Burien	KDM rd., S 240th St., 1st Ave. S.
Kent <sup>1</sup>	Four Corners	SE Kent Kangley Rd.
Kent <sup>1</sup>	Green River CC	E James St., 124th Ave. SE
Kent	Renton	Smith St., Benson Rd., Carr Rd.
Kent	SeaTac	Orillia Rd., S. 212th St.
Kent	Downtown Seattle	W. Valley Hwy., Southcenter Blvd., Interurban Ave. S, I-5
Kirkland	Bellevue	Lake Washington Blvd. NE, Bellevue Way NE
Kirkland	Eastgate/Factoria	156th Ave., Overlake, Crossroads Mall, BCC, Eastgate
Kirkland <sup>1</sup>	Redmond	Avondale Rd. NE, NE 85th St.
Kirkland	Downtown Seattle	108th Ave. NE, SR-520
Northgate	Downtown Seattle	I-5
Queen Anne	Downtown Seattle	Queen Anne Ave. N
Redmond	Eastgate/Factoria	148th Ave., Crossroads Mall, BCC, Eastgate
Renton	Burien	SW Grady Way, S 154th St.
Renton	Downtown Seattle	Martin Luther King Jr. Way S, I-5
Shoreline <sup>1</sup>	Kenmore	SR 104/Ballinger Way, Lake Forest Park
University District	Downtown Seattle	Eastlake Ave. E., Fairview Ave. N.

<sup>1</sup> High Ridership Corridor not identified as a Core Service Connection in Metro's Six-Year Transit Development Plan for 2002 to 2007.