

REGIONAL TRANSPORTATION KING COUNTY METRO TRANSIT SERVICE

Background

In 2002 King County adopted the *Six-Year Transit Development Plan for 2002 to 2007*. As part of this plan, each of the three Metro subareas is to receive a share of new service hours as follows: East 40%, South 40%, and Seattle/North 20% (the “40/40/20 allocation”). Since 2002, the number of total system-wide annual service hours increased by 3%, from approximately 3.3 million to 3.4 million hours.

In November 2006 voters in King County approved a 0.1% sales tax increase to fund *Transit Now*, which increases transit service by 17%, and provides an additional 590,000 new transit service hours between 2007 and 2018. Of the new hours, 500,000 hours are subject to the 40/40/20 allocation, and 90,000 hours are to be used for future transit service partnerships, and therefore are not subject to the subarea formula allocation.

As Sound Transit operates new Regional Express Bus service on the Eastside, Metro transit service that is duplicative has been redeployed to other routes in support of local Eastside transit needs. This redeployment has occurred since 1996 under *Sound Move*, and could result in additional Eastside Metro service should the voters approve an ST2 package that contains additional Sound Transit Regional Express Bus service.

King County Metro is developing two new planning documents: the long-range *Transit Comprehensive Plan* and the more near-term *Transit Strategic Plan*. Both the *Transit Comprehensive Plan* and the *Transit Strategic Plan* attempt to address the following issues that have been identified by Metro staff:

- Emerging Issues: Climate Change and Healthy Communities, Transportation System Pricing, and Transit and Construction Mitigation
- Planning for Potential System Expansion (beyond Transit Now)

These plans are scheduled for review by the King County Council during the fall of this year.

Issues for Discussion

1. How should bus service to the eastside change in the future?
2. Are there any issues related to transit service that are not currently being addressed by Metro, and if there are, what are they?
3. How important is maintaining a fair return in service for Eastside transit dollars? Does this mean adding service to productive corridors regardless of subarea? Or should service be provided throughout King County in recognition that taxpayers deserve at least some access to transit?
4. How could the cities of Kirkland and Redmond be most effective in advocating for increased bus service to our communities?

Staff

Kirkland: Daryl Grigsby, Public Works Director
David Godfrey, Transportation Division Manager, Public Works Department

Redmond: Rob Odle, Planning Director
Terry Marpert, AICP, Principal Planner, Planning Department