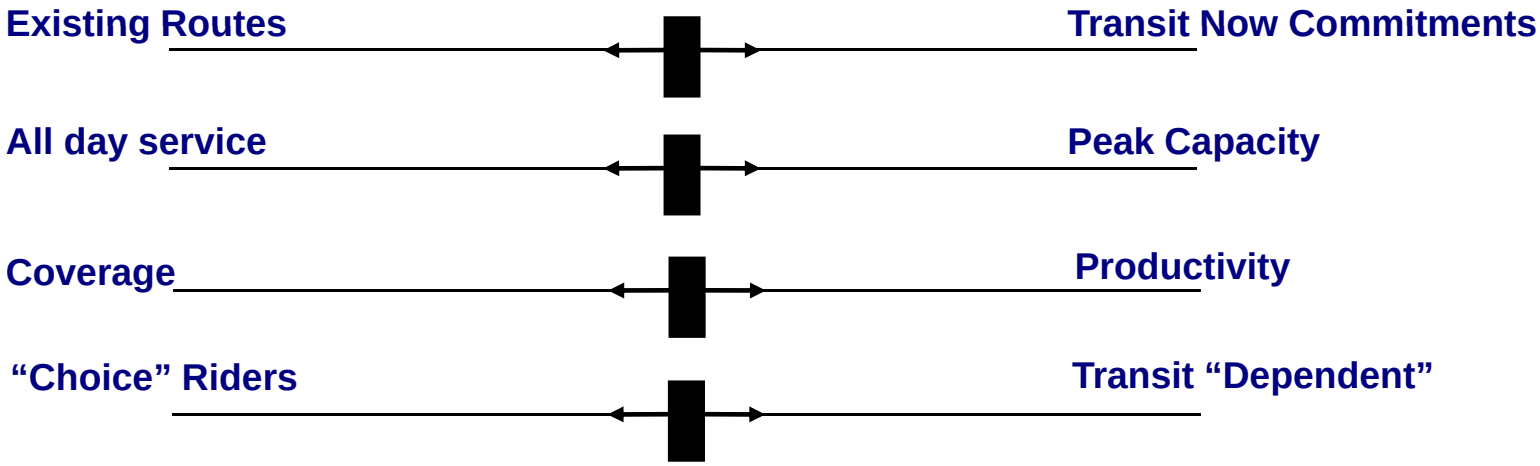
Questions from Metro

These decision tradeoffs determine system emphasis



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Additional issues

- **How should service hours be added and reduced: Formula or otherwise**

- **What tools should be used to make Metro funding more sustainable**

[redacted]

Four Commission principles

- Move people
- Be sustainable: fiscal, environmental, performance
- Partnership
- Link to land use

Service concepts

1. Routes that perform well in one or more standard measure of effectiveness peak, off peak and night. For example in Kirkland 255, 230, 245.
2. Serve all subareas, but don't be bound by formulas.
3. Focus most on all day routes with a few high performing peak routes. Fewer routes, higher frequencies
4. Serve transit supportive land use. Dense, multi use, pay or limited parking.
5. As routes are cut, restructure for a more efficient system
6. Fund Transit Now elements such as BRT where money can be leveraged. Don't fund partnerships where ridership will be low.

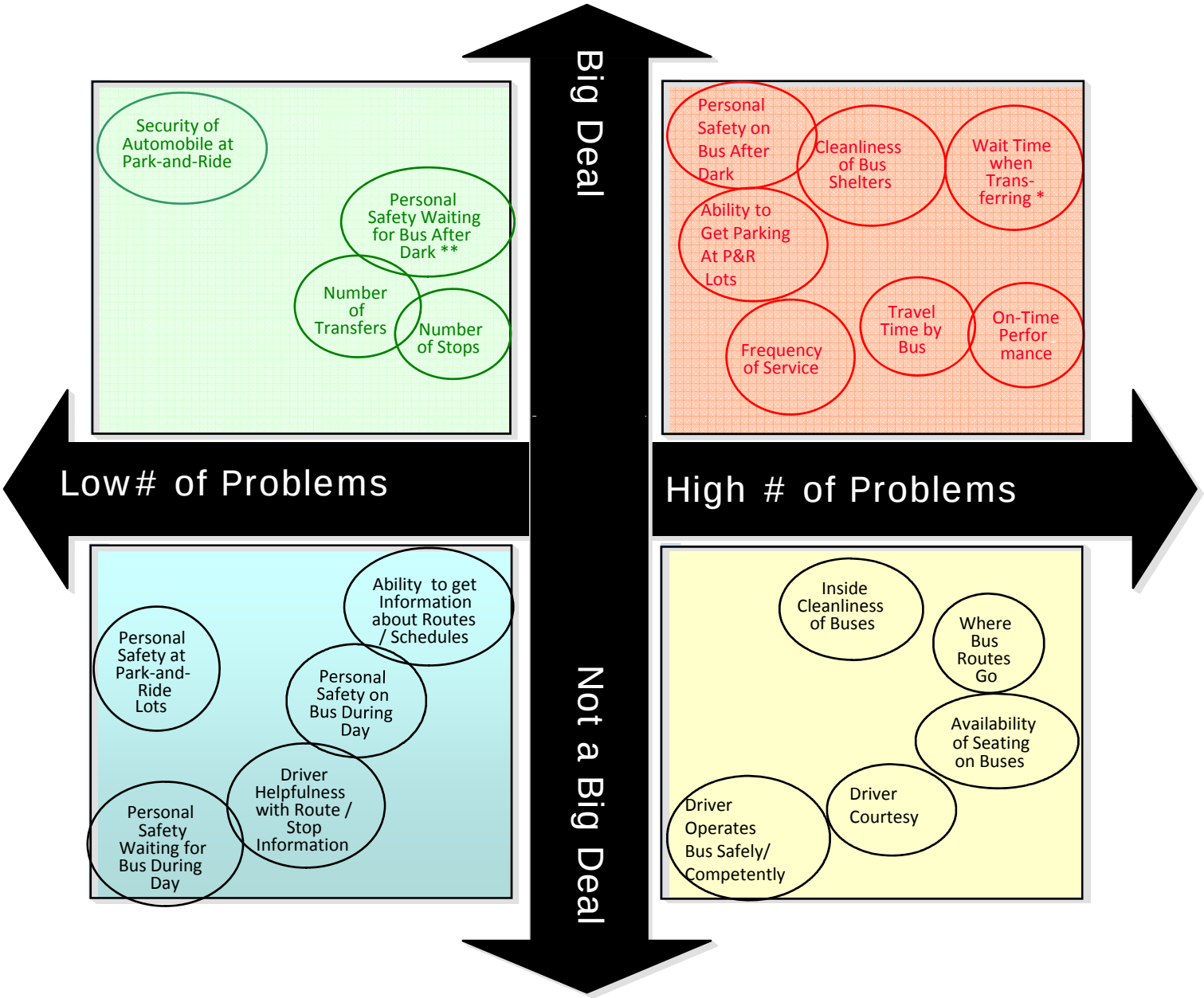
Service concepts v Commission principles

Principle → Concept ↓	**Move people** **Integrated system that provides reasonable alternatives**	**Sustainable** **Environment, Fiscal, performance, maintenance**	**Partnership** **Not us v. them, leverage**	**Link to land use**
Routes that perform well in one or more standard measures of effectiveness peak, off peak and night.	Limits the amount of coverage but moves the most people per hour of bus service	Fewer higher frequency routes are cheaper and higher performance. Riders per platform hour is an important measure.	Serve all subareas, but don't be bound by formulas.	
Serve all subareas, but don't be bound by formulas in reductions and adds.	Formulas don't necessarily support this principle		Strict formulas lead to turf wars.	Formulas don't maximize this link.
Focus most on all day routes with a few high performing peak routes. Fewer routes, higher frequencies	All day routes are necessary for true mobility	Peak hour routes cost more in general and can encourage short car trips to park and rides		All day routes support multi-use development
Serve transit supportive land use. Dense, multi use, pay or limited parking.	Opportunity to move more people where this land use exists	These land types are more sustainable		Transit most efficiently serves certain land uses. These tend to be places where cars are less efficient
As routes are cut, restructure for a more efficient system	Try to make existing routes more efficient.			
Fund Transit Now elements such as BRT where money can be leveraged. Don't fund partnerships where ridership will be low.	BRT supports other principles. Case could be made for 255 being branded as BRT in the future.	Funding partnerships on routes with low ridership costs Metro hours that could be better spent elsewhere.	BRT can leverage federal capital dollars.	BRT supports high density land use.

Funding concepts

1. Spend primarily on service with some spending on areas that are important to riders and where there are problems (see quadrant arrow chart)
2. Use increased Fare Revenue/Expense targets, e.g. 30%, and raise fares to meet them
3. Charge for parking at Park and Rides that are over capacity
4. Charge a premium for peak hour only routes.
5. Reduce reserves.
6. Use property tax options including redirecting passenger ferry funding
7. Use ORCA technology to reduce fares for low income riders.

What is Important to Riders?



Updated Scenarios
Changes to Current Network

Blended Peak and All Day (Minimal Change)

Subarea	Not changed	Decreased	Eliminated	Increase	After Change
East	23	24	13	0	47
South	18	36	15	0	54
West	8	76	12	0	84
	49	**136**	**40**		**185**

High Ridership Corridors

Subarea	Not changed	Decreased	Eliminated	Increase	After Change
East	10	6	31	13	29
South	20	10	34	5	35
West	17	27	39	13	57
	47	**43**	**104**	**31**	**121**