

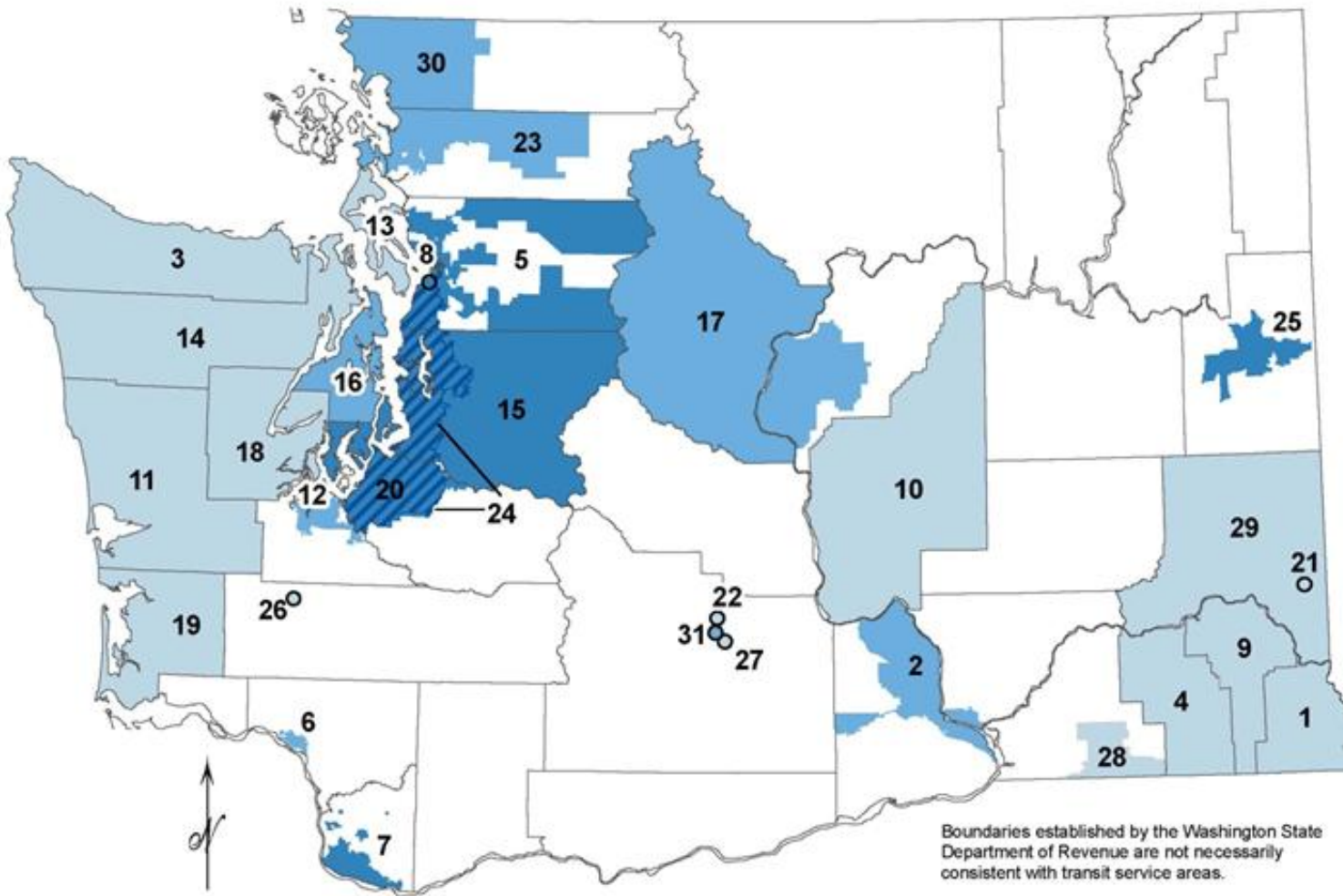


How Public Transit Contributes to the State's Transportation Goals

**Joint Transportation Committee Public Transportation Advisory Panel
September 29, 2010**

Richard DeRock, Link Transit General Manager
Kevin Desmond, King County Metro Transit General Manager
Joni Earl, Sound Transit Chief Executive Officer

Washington State's Public Transit Authorities



Transit Size

- Urban
- Sm Urban
- Rural
- Regional District

- 1 Asotin
- 2 Ben Franklin Transit
- 3 Clallam Transit System
- 4 Columbia County Public Transportation
- 5 Community Transit (Snohomish)
- 6 Cowlitz Transit Authority (CUBS)
- 7 C-Tran (Clark)
- 8 Everett Transit
- 9 Garfield
- 10 Grant Transit Authority
- 11 Grays Harbor Transportation Authority
- 12 Intercity Transit (Thurston)
- 13 Island Transit
- 14 Jefferson Transit Authority
- 15 King County Metro
- 16 Kitsap Transit
- 17 Link Transit (Chelan - Douglas)
- 18 Mason County Transit Authority
- 19 Pacific Transit
- 20 Pierce Transit
- 21 Pullman
- 22 Selah Transit
- 23 Skagit Transit
- 24 Sound Transit District
- 25 Spokane Transit Authority
- 26 Twin Transit (Lewis)
- 27 Union Gap Transit
- 28 Valley Transit (Walla Walla)
- 29 WCUTBA (Whitman)
- 30 Whatcom Transportation Authority
- 31 Yakima Transit

Boundaries established by the Washington State Department of Revenue are not necessarily consistent with transit service areas.

Washington's Transportation Policy Goals

1. **Economic Vitality** – To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
2. **Mobility** – To improve the predictable movement of goods and people throughout Washington State.
3. **Preservation** – To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
4. **Safety** – To provide for and improve the safety and security of transportation customers and the transportation system.
5. **Environment** – To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. **Stewardship** – To continuously improve the quality, effectiveness, and efficiency of the transportation system.

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ECONOMIC VITALITY



Spurring Economic Development

- \$1B transit investments = 30,000 jobs
- \$10M = \$32M into businesses
- ST2 = 69,000 direct, 47,000 indirect jobs



Increasing Movement of Freight and Services

- Delay costs \$260+ million more w/o transit
- \$1.2 billion increases freight capacity
- Reliable access to ports vital to eastern WA



Providing Access to Jobs and Education

- Business Pass Programs
- Vanpool Programs
- Student Transportation

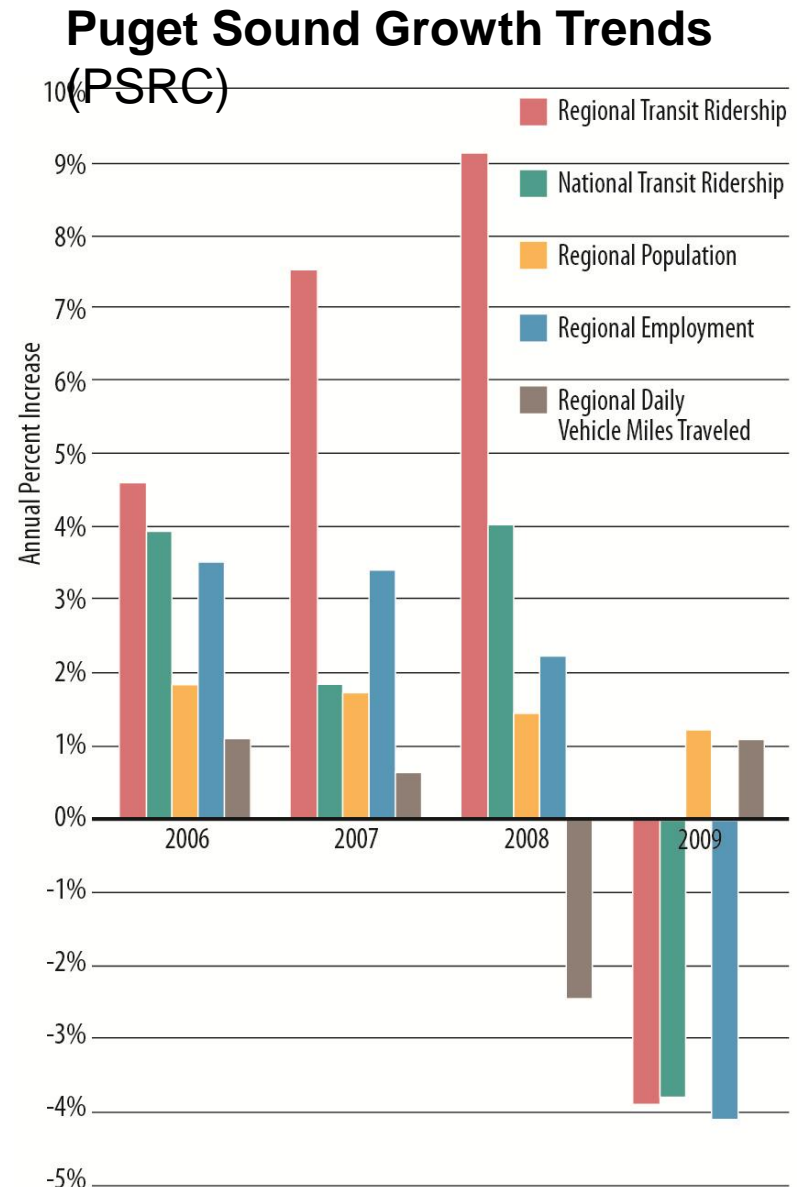
ECONOMIC VITALITY & MOBILITY

Impact of the recession

- Three year growth for transit trend was exceptional
- 2009 ridership trend mirrors almost exactly the loss in employment, which is the most powerful variable affecting ridership

Statewide = 3.2 million employed

Puget Sound = 2 million+ employed



MOBILITY

Moving More People

- Approx. 40% of commute trips to downtown Seattle are on transit
- Approx. 3 million trips to downtown Spokane – region’s economic center
- Approx. 8 million vanpools trips



Managing Capacity

- During peak, 25% of people in HOV lanes are on transit

Increasing Connectivity

- Distant rural communities
- Multimodal travel

Mitigating Congestion

2008 Transit Passenger Trips - All Modes	
King County Metro	122,976,146
Sound Transit	16,623,185
All Other Urban	49,918,505
Small Urban	25,005,259
Rural	7,751,358
Total	222,274,453

PRESERVATION & STEWARDSHIP

Preserving and Extending the State System

- 2008 transit investments = \$1.65 B
- Building multimodal stations, park and rides and direct access ramps

Improving System Efficiency

- Increasing throughput and capacity for roads, rail and ferries
- Coordinating planning and service delivery to leverage resources
- Increased connectivity for all modes and services – statewide



SAFETY

Making Roads Safer

- Fewer cars on congested routes
- Options for dangerous corridors, especially rural two-lane roads
- Improved infrastructure

Addressing Public Safety

- Coordinated emergency and homeland security response
- Police and security for riders
- Compliance with national and industry safety standards

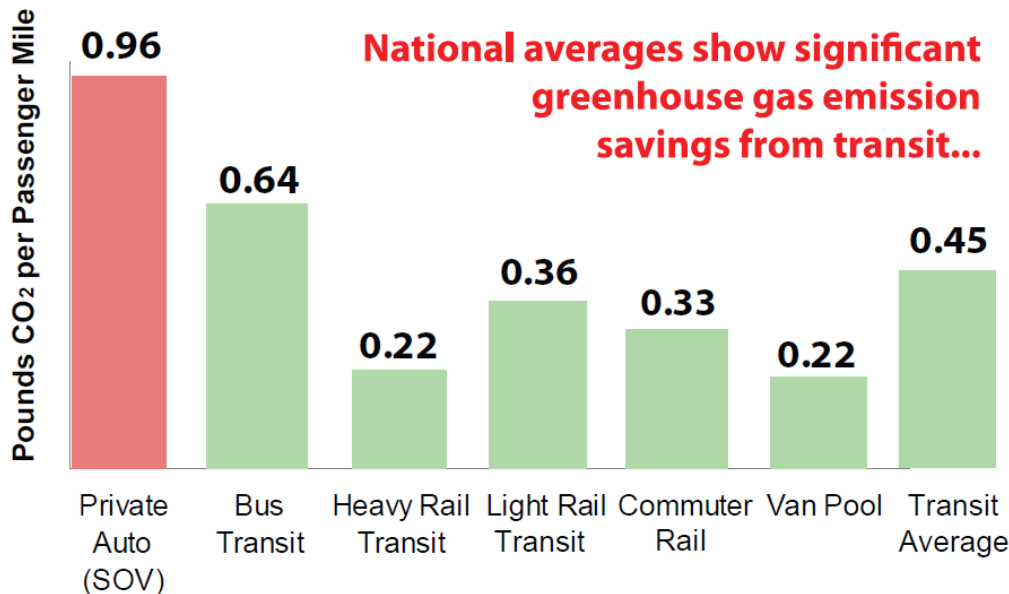


ENVIRONMENT

Promoting Healthier Communities and Denser Development

Contributing to Cleaner Air and Water

- Light rail systems produce 62% less and bus transit produces 33% less than solo drivers



Source: FTA

Reducing Fossil Fuel Use

- Link Transit's ultra-fast charge electric bus
- Kitsap and Island Transit working with WWU on electric/hybrid vehicles for dial-a-ride and rural areas
- Pierce Transit – nation's first all natural gas fleet

Proposed Goal: ACCESSIBILITY

Ensuring Special Needs Access

- Approx. \$200 million serving state's vulnerable citizens – saving the state \$8 for every \$1 spent
- Approx. 5 million demand response/Medicaid trips
- Approx. 94% of welfare recipients moving into the workplace need transit



Serving Rural Communities

- Olympic Peninsula =
 - Older adults = 19% vs. 12% for state
 - Persons with disabilities = 22% vs. 16% for state
 - 10 federally recognized tribes



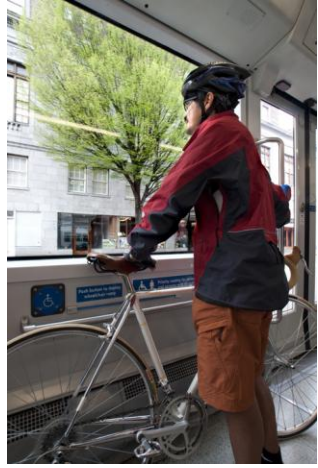
Keeping Pace with the Elderly

- 11% of population over 65 in 2000 - by 2030, est. to be 18% and the dominant group in 12 rural counties

Transit Partnerships with the State

- **Capital projects**
- **Project coordination**
- **HOV system investments**
- **Freight capacity improvements**
- **Rural Transit Assistance Program**
- **Partnerships for federal grant dollars**
- **Integrating transit into state project plans**
- **Coordination with WSF and Amtrak**
- **Medicaid and special needs transportation**
- **Mitigation for state construction projects**
- **Regional Mobility Grant Program**
- **Emergency response and security coordination**





Public Transit Contributes to State Transportation Goals

