

King County Metro Transit

Congestion Reduction Charge
or
Service Reductions

Seattle City Council
July 18, 2011



Importance of Public Transportation

■ Speeds our Economic Recovery & Gets People to Jobs:

- Metro provides 110 million annual rides – nearly 400,000 rides each day
- Ridership was up over 3.5% in April, over 5% in May
- 53% of all Metro trips are to work or school
- Saves money that can be spent in the local economy -- \$323 million per year for the region, \$11,600 per regular bus rider
- Over 1,350 employers purchase transit passes for their employees and over 50% of Metro's fare revenue comes directly from employers



■ Relieves Traffic Congestion:

- 95% of Metro riders have a car available for the trip they make by transit – cutting bus service will put thousands more cars on our roads each day
- 40 percent of work trips to downtown Seattle and 11 percent of all workers in King County use transit to commute
- Metro moves about 115,000 people on major state routes each weekday

Importance of Public Transportation

■ Serves those with fewer options:

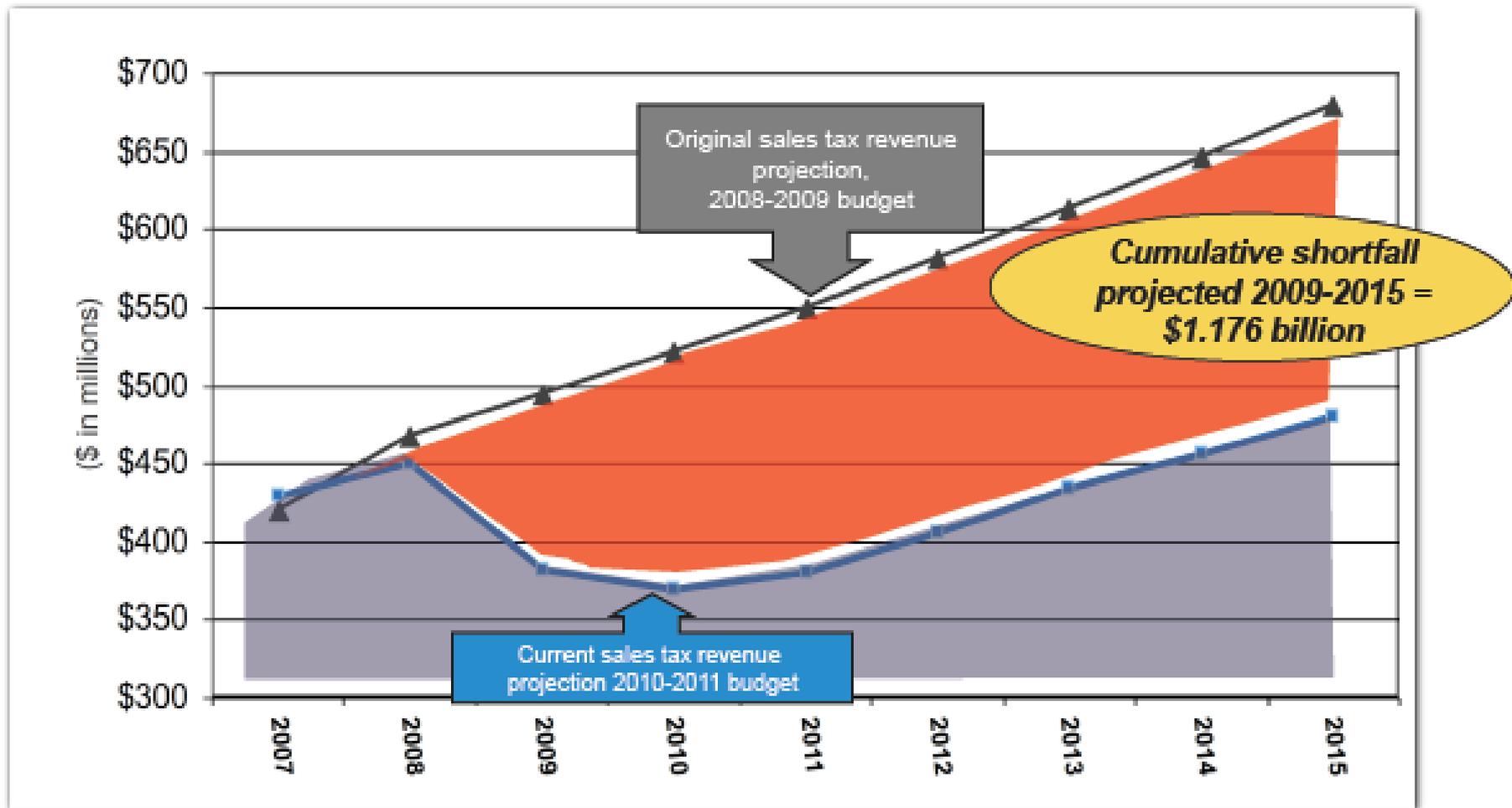
- Cost of transportation consumes a significant portion of household income, which hits low-income households disproportionately
- Jobs and school access are critical to gaining and sustaining employment
- Access paratransit reductions affect those most dependent on public transportation for their personal mobility

■ Helps create a cleaner environment:

- A single commuter by public transportation can reduce a household's carbon emissions by 10%, or up to 30% if he or she eliminates a second car. When compared to other household actions that limit CO, taking public transportation can be 10 times greater in reducing this harmful greenhouse gas.
- Metro plays a major role by providing transportation options that help reduce the number of vehicle miles traveled.
- Metro directly contributes to reduction of greenhouse gas emissions and surface runoff through operation of a green fleet of electric and hybrid buses



Metro's Financial Challenge



What Metro Has Done

- Raise rider fares 80%
- Cost-cutting labor agreements
- Spending reserves
- Efficiencies from the Performance Audit
- Increase revenue
- Staff cuts
- Some bus service reductions
- Cut capital projects
- Postpone service expansion
- Cancel bus purchases

These actions have resulted in:

\$400 million total gap closing in 2009-2011

\$143 million in annual gap closing measures

Transit Strategic Plan

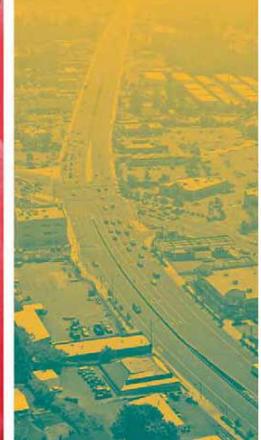
Productivity, Efficiency, Transparency

- Adopted by King County Council July 11, 2011
 - Productivity, social equity, geographic value
 - Performance measures and objective, transparent guidelines
 - Identifies service needs and eliminates geographic allocation based on percentage: “40/40/20”



King County
METRO
We'll Get You There

King County
Metro Transit
**Strategic Plan
for Public
Transportation**
2011-2021



Despite These Reforms...

Metro faces an ongoing \$60 million annual deficit



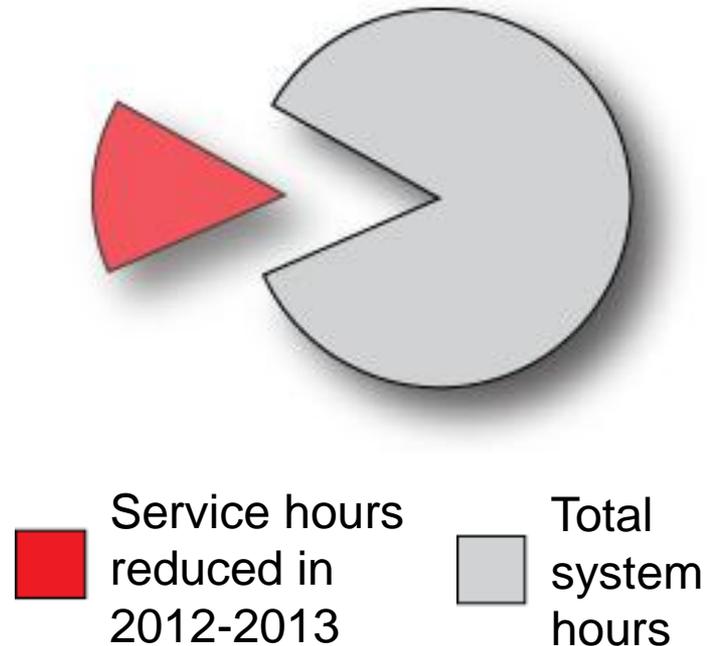
Options:

- If the temporary, two-year \$20 congestion reduction charge is not imposed
- Metro must make 17% service cuts in the next two years

Transit Service Cuts

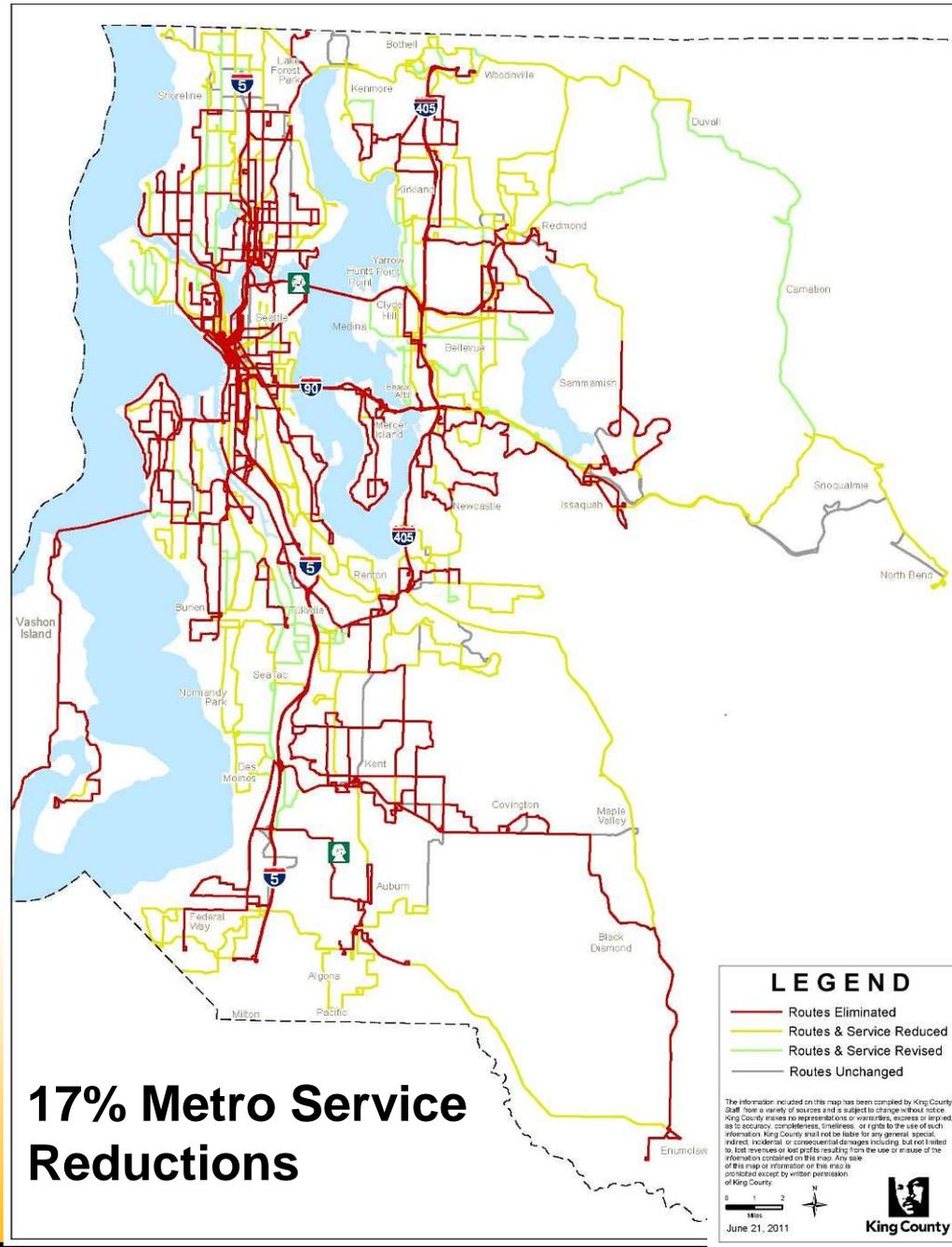
- Metro would need to cut 600,000 annual service hours
 - February 2012: 100,000 service hour reduction
 - Remainder of 2012-2013: 500,000 service hour reduction

Change to the Transit System

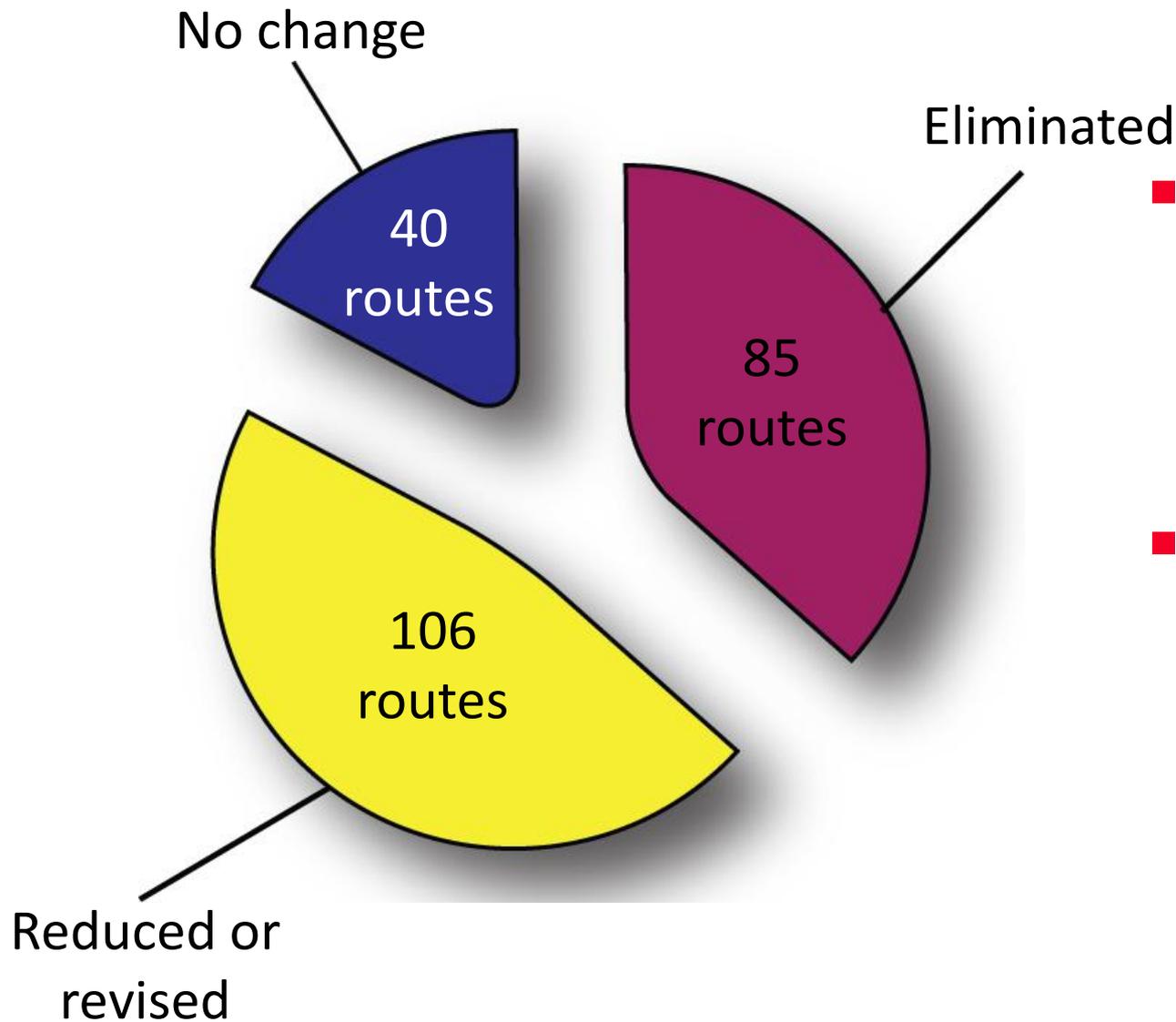


Proposed Service Cuts

- Up to 80% of Metro bus riders would be impacted
 - Route eliminations
 - Reduced service
 - Service revision
- 9 million annual riders displaced
 - More drivers
 - Increased congestion



Distribution of Service Reductions



- Metro bus service will be cut & reorganized
- Access Paratransit services scaled back to match

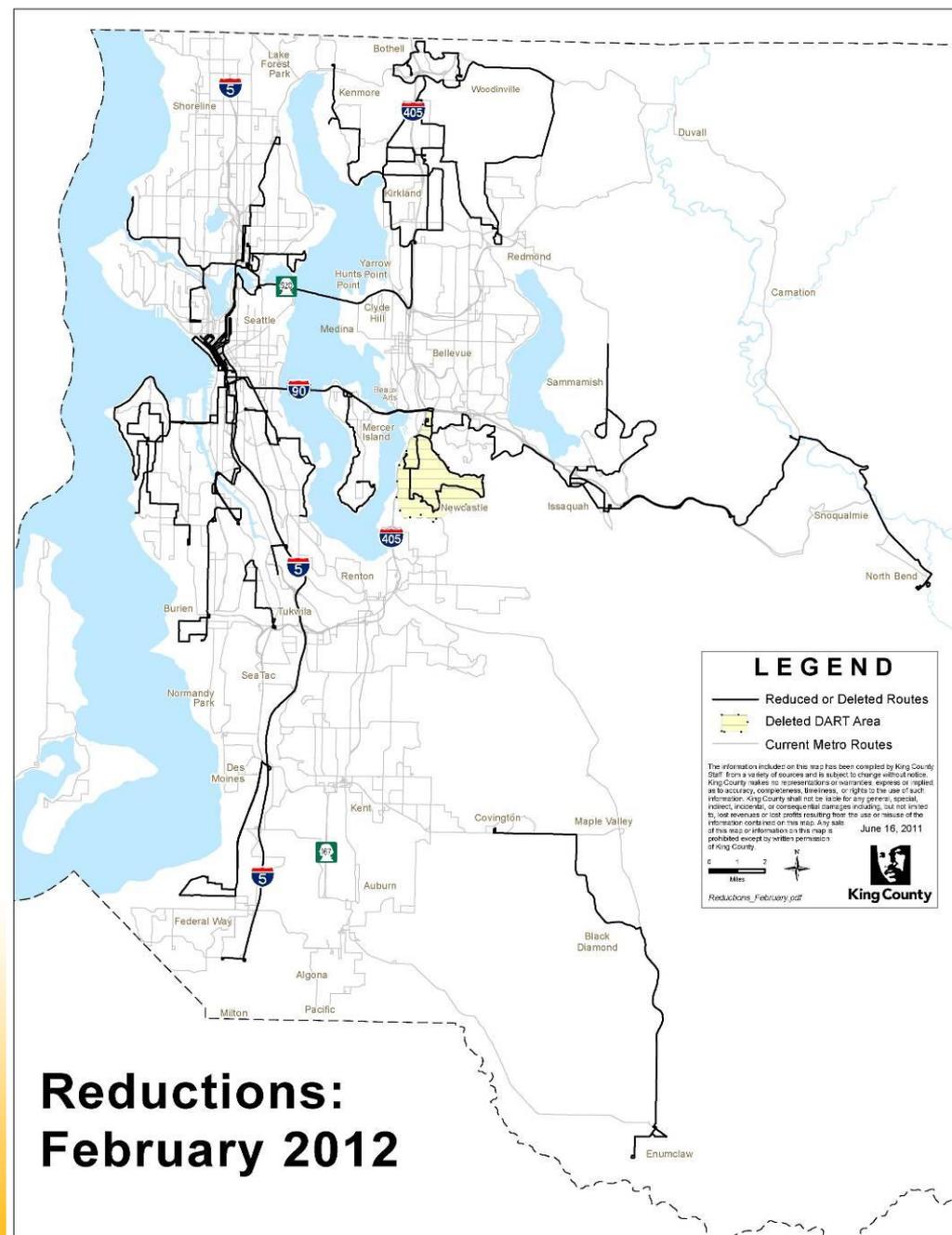
What it means to riders...

- Transfers take longer
- Fewer routes to choose from
- Longer walks to bus stops
- Buses are more crowded, people get passed up
- Harder to travel at night and on weekends



February 2012 Proposed Service Reductions

- Follow guidelines focus on low - productivity services
- First 100,000 of 600,000 total reductions



Congestion Reduction Charge

- State authorized \$20 congestion reduction charge
 - Vehicle licenses in King County
 - Two year time frame
 - Raises \$50 million total
- Could be enacted one of two ways
 - King County Council vote: supermajority
 - Voter approval

How Metro Would Use the Congestion Reduction Charge

- Adopt *Congestion Reduction Plan* and implement strategic plan
- Use \$50 million and diminishing reserves to maintain system size
- Manage the transit system
 - Some routes would change, but the total system size would not



Potential Added Funding?

CTAC III - Making transit better in Seattle

- Consistent with Seattle's Transit Master Plan
 - Transit Priority Corridor Improvements
 - Faster, more reliable and easier to access
 - Trolleybus Expansion and Enhancements



Decision Process

July 6 at
6:00 p.m.
Kirkland City
Council
Chambers
123 Fifth
Avenue
Kirkland,
WA 98033

July 12 at
6:00 p.m.
King County
Council
Chambers
516 Third
Avenue,
10th Floor
Seattle, WA
98104

July 21 at
6:00 p.m.
Burien City
Council
Chambers
400 S.W.
152nd Street
Burien, WA
98166

July 25
King
County
Council
decision
expected