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Bus cuts planned to close funding gap

Metro works hard to provide the service our customers rely on; the last thing we want to do is make cuts. As the sales tax revenue that supports Metro service has fallen short since 2009, we've cut costs, raised fares, and taken many other actions to keep buses on the road. But after some temporary funding runs out next June, Metro faces a \$75 million budget gap. Legislators are considering new ways to fund transit, but they haven't yet agreed on a solution. Without new funding, we have no choice but to plan service cuts.

What can you do?

Learn more and tell us what you think about the proposed cuts.

If ways are found to reduce impacts on riders and serve more customers while still cutting the necessary service hours, we might be able to make adjustments to the plan. We'll submit a final proposal to the King County Council by April.

Visit www.kingcounty.gov/metro/future for details about the proposal and an online survey.



Come to a community meeting or visit our roving information van. Meeting schedule on back.

Other ways to give us your feedback or ask questions:
email: haveasay@kingcounty.gov

Call: 206-263-9770
Non-English language lines on back.

Join our conversation
Blog: <http://metrofutureblog.wordpress.com>
Twitter: @kcmetrobus
Facebook: HaveaSayatKCMetro
hashtag #KCMetroCuts

To close the gap we would have to cut up to 600,000 service hours—about 17 percent of the Metro system. Another 45,000 hours would be cut when funding runs out for extra bus service during Alaskan Way Viaduct replacement work. Reductions would be made in June and September 2014, with more to follow in 2015.

- **74 of Metro's 214 routes would be deleted.**
- **107 routes would be reduced or revised**—fewer trips, service ending earlier at night, part of a route deleted or combined with another route, or bus moved to a different street.
- **33 routes would not be changed, but would likely become more crowded** as they absorb other riders.

More than 80 percent of Metro's bus and DART routes would be affected.

Riders and communities across King County would feel the impacts: fewer travel options, longer waits between buses, more transfers, more-crowded and less-reliable buses, and increased traffic congestion.

Metro's ridership is approaching an all-time high. Instead of making cuts, **Metro should be increasing service by 15 percent** to reduce crowding, keep buses on time, and meet demand today. Even more service is needed for the future.



find out about your bus >>

How routes are affected in the service reduction proposal

For more information >> www.kingcounty.gov/metro/future

Deleted

4	82	205 EX	DART
5 EX	83	209	
7 EX	84	210	901
19	99	211 EX	908
21	110	213	909
22	113	215	910
25	139	217	913
26	152	237	916
27	154	238	919
28	158	242	927
30	159	243	930
31	161	244 EX	935
37	167	250	
47	173	260	
48 EX	178	265	
57	179	277	
61	190	280	
62	192	304	
66 EX	200	306 EX	
67	201	308	
68	202		
72	203		

Reduced/Revised

C Line	33	116 EX	180	252
D Line	36	118 EX	181*	255
1	40	118	182	257
2	41	119 EX	186	269
3*	43	119	187	271
5	44	120	193 EX	311
7	49	121	197	331
8	50*	122	204	342*
9 EX	55	123	208	346
11	56 EX	124	212*	348
12	60	125	214	355 EX*
13*	64 EX	128	221	358 EX* (E Line)
14	65	131	226	372 EX*
16*	70*	132	232	
17 EX	71	143 EX	234	DART
18 EX	73*	148	235*	
21 EX	98†	150	236	903
24	105	156	240	907
26 EX*	106*	157*	241	914
28 EX*	107	164	245	915
29	111	168*	248	917
32*	114	177*	249	931

Unchanged

A Line	268
B Line	301
10	303 EX
15 EX	309 EX
48	312 EX
74 EX	316
75	330
76	345
77	347
101	373 EX
102	601 EX
140 (F Line)	DART
153	906
166	
169	
183	
216	
218	
219	
224	
246	

□ Routes in shaded cells are among Metro's lowest-performing 25%

* Routes have additional service/trips as a result of a revision

† South Lake Union Streetcar

How did Metro determine where to propose cuts?

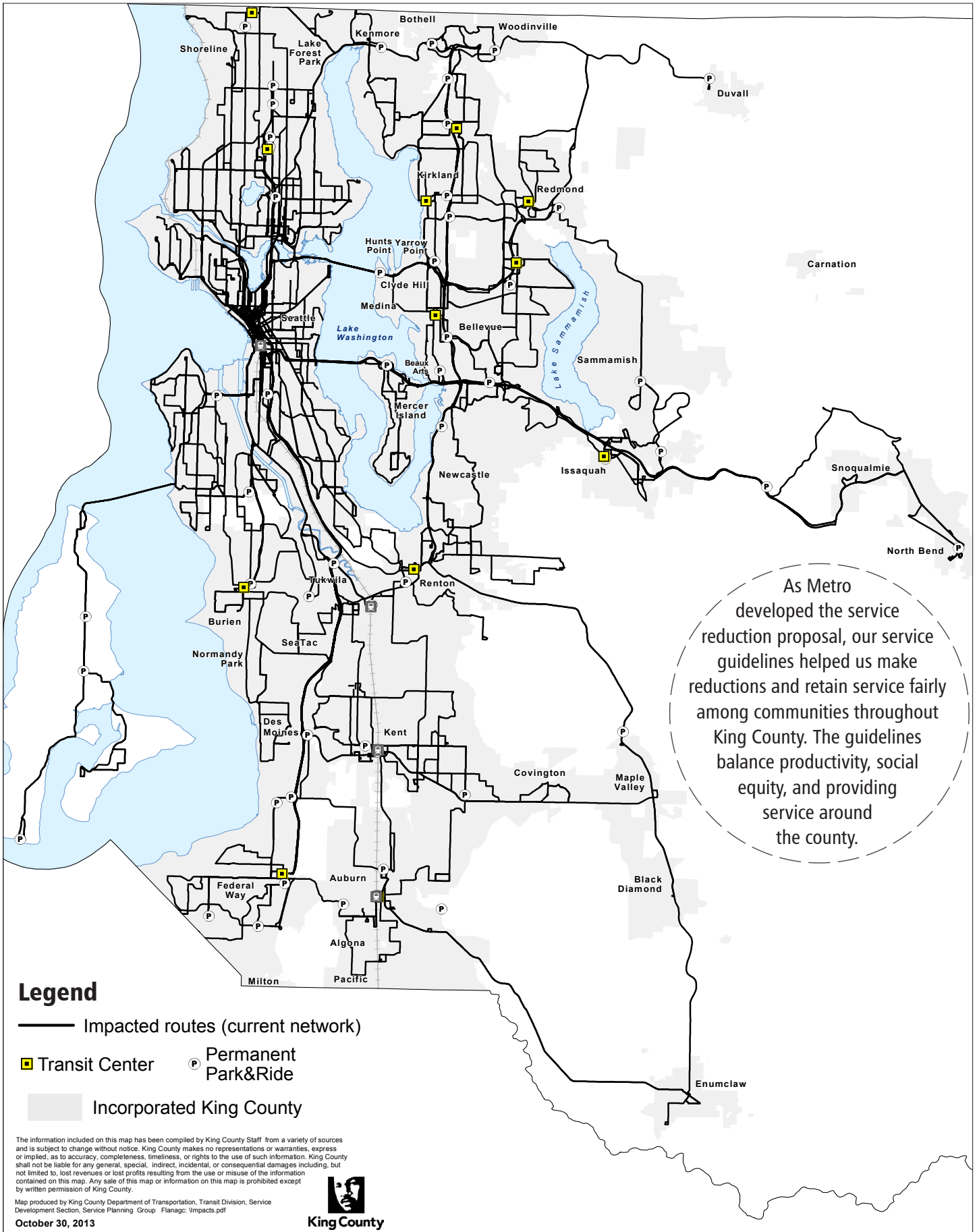
Following our service guidelines, we collected data about our service and asked these questions:

- **How well is the route performing compared to other routes?** We measure performance by asking how many riders does the bus carry every hour, and how well used are all miles of the route? The lowest-performing routes, trips, or parts of routes are the first we consider deleting or reducing.
- **Does the route duplicate other bus service?** If so, it's more likely to be cut because other options are available for riders.
- **If the route runs in peak periods only, are its travel time and ridership much better than the all-day service?** If not, it might be changed to reduce costs.
- **Is existing transit service in the corridor below, at, or above its target service level?** Metro sets target service levels for transit corridors based on the number of homes, jobs and colleges nearby; the number of riders in areas that have many minority and low-income residents; and the major destinations the corridor serves. A route is less likely to be reduced if service on the corridor is already below the target level.
- **Are there opportunities to restructure a network of routes to soften the impact of cuts, serve the most riders, and reduce operating costs?** We might combine routes, delete parts of routes that carry fewer riders, or move buses to different streets to improve the overall network. Even routes that are performing well and carrying many riders might be revised.

The Regional Transit Task Force, made up of community members, recommended that Metro adopt objective guidelines for adding, reducing, or changing transit service. The King County Council adopted the service guidelines in 2011.

We proposed cuts and revisions based on the answers, following a priority order defined in the guidelines.

Service reductions would affect all areas of the county



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Map produced by King County Department of Transportation, Transit Division, Service Development Section, Service Planning Group. File name: Impacts.pdf

October 30, 2013



King County

Why does Metro have to reduce service?

Despite top-to-bottom financial reforms, funding gap remains

Much of Metro's funding comes from sales tax.

Fares are the next largest source. Metro's revenue from sales tax fell sharply during the financial crisis, and hasn't caught up to the level needed today.

We've avoided major service reductions so far by vigorously adopting financial reforms throughout the agency. We have cut costs, made operations more efficient, tapped reserve funds, found new sources of revenue, and raised fares four times in four years (a total 80 percent increase). *These and other actions have saved or raised nearly \$800 million, preserving most bus service between 2009 and 2013.*

In 2011, the County Council passed a two-year congestion reduction charge to help bridge Metro's remaining budget gap while the state legislature looked for a transportation funding solution.

The state legislature hasn't agreed on a fix. With the congestion reduction charge running out in June 2014, and available reserves used up, Metro faces a shortfall of about \$75 million per year beginning mid-2014. To close that gap, we would have to reduce up to 600,000 hours of bus service. (The actual amount could change depending on our financial situation at the time reductions are approved.)



Alaskan Way Viaduct funding also runs out. The Washington State Department of Transportation has been paying for extra bus service in areas where traffic is affected by the Alaskan Way Viaduct work. (Between downtown Seattle and West Seattle, Burien, White Center, north Seattle [Aurora], and Ballard. Most is in the West Seattle area.)

Metro is carrying 33,000 more riders each weekday—and taking a bite out of traffic congestion—as a result.

Funding for this extra service ends in June 2014. If it isn't extended, 45,000 additional service hours—about 150 bus trips a day—would have to be cut. West Seattle would lose about 30 percent of its service as a result of the combined reductions.

With no funding solution, Metro has to plan for cuts.

We are continually looking for ways to preserve service by operating more efficiently. However, after all the actions we've taken already, there are no options left that could close the large remaining gap. We are not able to provide the service the public needs without additional, sustainable funding.

Community meetings

Federal Way, Wednesday, Nov. 20, 6-8 p.m.,
Federal Way Community Center

West Seattle, Tuesday, Dec. 3, 6-8 p.m.,
Youngstown Cultural Arts Center

North Seattle, Thursday, Dec. 5, 6-8 p.m.,
North Seattle Community College

Downtown Seattle, Tuesday, Dec. 10,
noon- 2 p.m., Union Station

Bellevue, Wednesday, Dec. 11, 6- 8 p.m.,
Bellevue City Hall

Kent, Monday, Dec. 16, 6-8 p.m.,
Kent Commons

Kirkland, Thursday, Jan. 16, 6- 8 p.m.,
Peter Kirk Community Center

Southeast Seattle, Thursday, Jan. 23,
6-8 p.m., South Shore K-8

North King County, Monday, Jan. 27,
6-8 p.m., Lake Forest Park City Hall

Non-English message lines

206-477-6234 – Amharic

206-477-6235 – Arabic

206-263-8874 – Chinese

206 477-6232 – Korean

206 477-6236 – Oromo

206-296-0851 – Russian

206-296-0850 – Somali

206-263-9988 – Spanish

206-477-6237 – Tigrinya

206-477-6233 – Ukrainian

206-263-9674 – Vietnamese



King County Dept. of Transportation
Community Relations
KSC-TR-0824
201 S Jackson St
Seattle, WA 98104-3856

Reasonable accommodations at public meetings available upon request.
206-477-3835, TTY relay: 711

Alternative formats available
206-477-3835, TTY relay: 711