

Bus cuts ahead

Metro Transit does not have enough revenue to run all buses at current levels, so we must reduce service. The King County Council is considering our recommended service reductions now, and expects to make a decision in early June.

The proposal to reduce service would:

- **Delete 72 routes**
- **Reduce or change 84 routes**—fewer trips, service ending earlier at night, part of a route deleted or combined with another route, or changed routing.
- **58 routes would not be changed**, but are likely to become more crowded.
- **Access paratransit service may also be affected.**

The affected routes are listed on back. Visit www.kingcounty.gov/metro/future for details about what is proposed, when the changes will occur, and alternative service options.

If approved, the reductions will be made in four phases:

- September 2014
- February 2015
- June 2015
- September 2015

Ever since the economic downturn started a steep drop in Metro's operating revenue six years ago, Metro has taken extraordinary actions to preserve bus service. Facing a \$1.2 billion shortfall in sales tax revenue for 2009-2015, we cut more than 100 staff positions, improved operating efficiency, raised fares four times, dug into reserve funds, and took many other steps to save or raise about \$800 million, preserving most service from 2009 through 2013. Our actions will generate about \$150 million annually going forward, and we continue to look for new ways to operate more efficiently and maintain service.

However, temporary funding approved by the County Council two years ago runs out in June, and we have run out of tools to close the large ongoing budget gap. With voters' rejection of Proposition 1 transportation funding, we have no choice but to make cuts to balance our budget.

We worked very hard to avoid cuts and don't want to make them. We know from our extensive public outreach over the past six months that many people will feel the impacts. We value every one of our customers and want to help you learn about and prepare for the changes ahead. We'll continue to do the best we can to get you where you want to go.

Questions or comments?

email: community.relations@kingcounty.gov
phone: 206-263-9770

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

How routes are affected in the recommended service reduction

Deleted				Reduced/Revised				Unchanged		
4	82	209	910	1	56EX*	143EX	240	A Line	119EX	301
5EX	83	210	913	2	60	148	241	B Line	120	303EX
7EX	84	211EX	916	3*	64EX	156	248	C Line	123	309EX
19	99	213	919	5	65	157*	249	D Line	131	316
21	110	215	927	7	70*	168*	255	E Line	132	330
22	139	217	930	8	71	177*	269	10	140 (F Line)	345
25	152	237	935	9EX	73*	181*	271	15EX	150	346
26	154	238		11	75	182	311	17EX	153	347
27	158	242		12	98†	186	312EX*	18EX	164	348
28	159	243		13*	106*	187	331	41	166	373EX
30	161	244EX		14	107	193EX	342*	43	169	601EX
31	167	250		16*	111	197	355EX*	44	180	DART
37	173	260		21EX*	114	204	372EX*	48	183	906
47	178	265		24	116EX	208	DART	49	216	908
48EX	179	277		26EX*	118EX	212*	903	55	218	917
57	190	280		28EX*	118	214	907	74EX	219	
61	192	304		29	119	221	914	76	224	
62	200	306EX		32*	121	226	915	77	245	
66EX	201	308		33*	122	232	931	101	246	
67	202	DART		36	124	234		102	252	
68	203	901		40	125	235*		105	257	
72	205EX	909		50*	128*	236		113	268	

■ 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 and changes?

We used data and followed our adopted service guidelines. We asked these questions:

- How well is the route performing compared to other routes? For example, how many riders does the bus carry? The lowest-performing services are the first we consider deleting or reducing.
- Does the route duplicate other bus service? If so, it is more likely to be cut.
- If the route runs in peak periods only, does it have enough riders or faster travel-time compared to the all-day service to be worthwhile? If not, it might be changed.
- Is existing transit service in the corridor at its target service level? Metro sets target service levels based on the number of homes, jobs and schools nearby; the number of people who rely on transit in areas that have a high percentage of minority and low-income residents; and connections to places people want to go. A route is less likely to be reduced if the service on the corridor is already below the target level.
- Are there ways we could revise routes to preserve service while reducing operating costs? If so, 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.

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

For more information about Metro's service guidelines, including route performance data, visit:
www.metro.kingcounty.gov/planning#guidelines

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