

Metro Transit Service Investments FAQs

Where did Metro get the additional revenue to pay for these new investments?

The \$89 million in revenue comes from the following sources:

- Metro's partnership with the City of Seattle will generate \$6.4 million to improve service used by suburban commuters traveling to downtown Seattle for work.
- An additional \$2.5 million will come from a state Regional Mobility Grant, pending legislative approval, to improve service in the SR 522 and I-5 south corridor.
- Continuing efforts to control costs in 2014 saved \$23 million and Metro expects to save an additional \$21 million in fuel costs over through 2017.
- Additional revenue from fares and utilizing unused Transit Now partnership service hours will generate \$9.8 million.
- Sales tax revenue is coming in stronger than anticipated. If projections hold, as much as \$26.7 million in additional sales tax revenue will be collected over the biennium.

How did Metro determine where to improve service?

These temporary funds will allow Metro to put more buses on overcrowded routes, and add more service to reduce waiting time on many heavily used routes from suburban cities into downtown Seattle. These priority investments, targeting 54 routes, are consistent with Metro's service guidelines and helps deal with chronic overcrowding that has grown worse since 2014. The additional revenue will also allow Metro to continue services in Southeast King County that would have been cut when state Regional Mobility Grant funding expires later this year.

What improvements are being planned in my community?

Riders all across the county will see improvements on high-demand routes. All-day or peak service on routes serving 28 King County cities will see investments to reduce wait times or overcrowding.

When will these transit investments be made?

Riders could see roughly one-third of the 69,000 annual hours of new service take effect as soon as this September, with two-thirds added in March contingent on Metro's ability to purchase of new coaches and the hiring of new bus operators.

Are more buses needed to deliver the additional hours of service?

Yes. Metro anticipates having to purchase approximately 44 buses to operate the new service. Metro also intends to hang on to its older buses longer in order to keep service on the road. Fleet costs to support this service investment are projected to be approximately \$54 million.

Are there other service improvements possible to meet growing demand for transit services?

Metro is committed to putting every available transit dollar to use to serve as many riders as possible. While this latest round of investment will maintain or improve 54 routes, demand remains greater than available funding for buses. Metro estimates that more than 500,000 additional hours of bus service are needed annually to meet demand throughout the county. In the meantime, cities can enter into partnership agreements with Metro to bring more bus service to their communities.