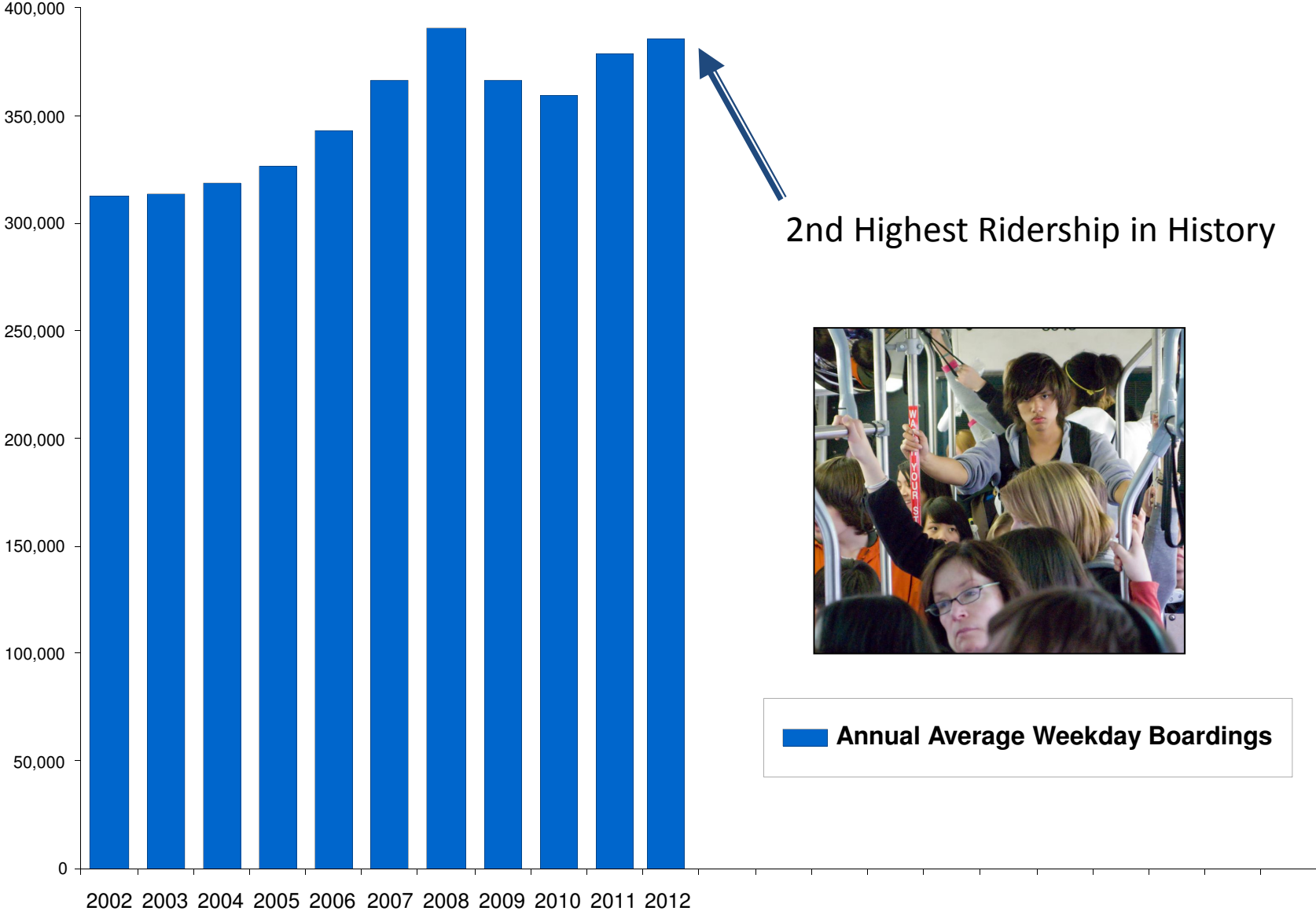


Are Metro Service Cuts Looming?

Seattle City Council

April 29, 2013

Average Weekday Ridership on Metro's Buses and Trolleys



Actions to Reduce Metro's Deficit

(2009-2013)

Updated 4/9/13	Cumulative Total Through 2013	Ongoing Annual Savings
I. Ongoing productivity/efficiency actions <ul style="list-style-type: none"> • Transit program efficiencies* <ul style="list-style-type: none"> ➔ Scheduling efficiencies ➔ Non-service & staff reductions ➔ Other program efficiencies • Bus service reductions • Labor cost savings • Service deferrals 	\$34 million \$55 million \$15 million \$23 million \$36 million \$41 million	\$13 million \$14 million \$5 million \$8 million \$17 million \$36 million
II. Revenue related actions <ul style="list-style-type: none"> • Fare increases • Property tax** • Congestion Reduction Charge (temporary)*** • Ride Free Area Elimination 	\$145 million \$66 million \$39 million	\$35 million \$18 million \$2 million
III. One-time actions (cash savings) <ul style="list-style-type: none"> • Capital program cuts • Fleet replacement reserves • Operating reserves • 2009 savings i.e. hiring freeze • Healthy incentives program**** 	\$180 million \$93 million \$41 million \$20 million \$10 million	
Total	\$798 million	\$148 million

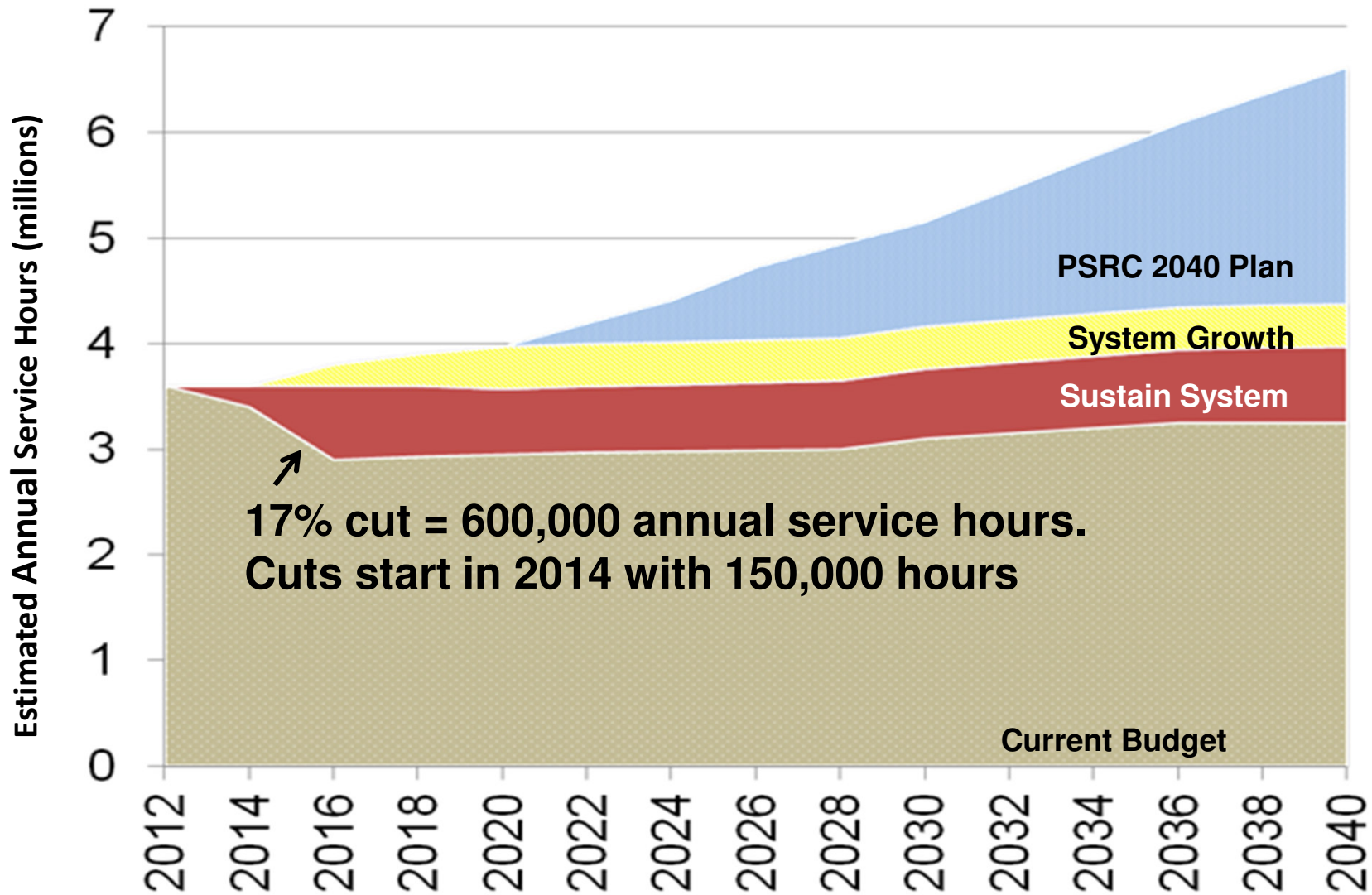
*Transit program efficiencies include a number of savings associated with staff reductions as well as implementing recommendations from the 2009 transit performance audit

** Property tax swap with King County Ferry District; amount shown reflects 5.5 cents/\$1000 assessed value moved from Ferry District to Metro, excludes 1 cent for SR 520

***\$50 million through 2014 or total over the two-year collection period

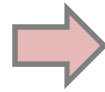
**** Metro's participation in the County's Healthy Incentives program has helped control employee health costs, which saved about \$10 million between 2007 and 2011. This program continues to provide ongoing savings.

Metro Service Needs



2012 Service Guidelines Report

- Objective



Service investment priorities

Service quality (unreliable and overcrowded services)	24,500 hours
Service below target levels	309,800 hours
Total	~334,300 hours

- Clear

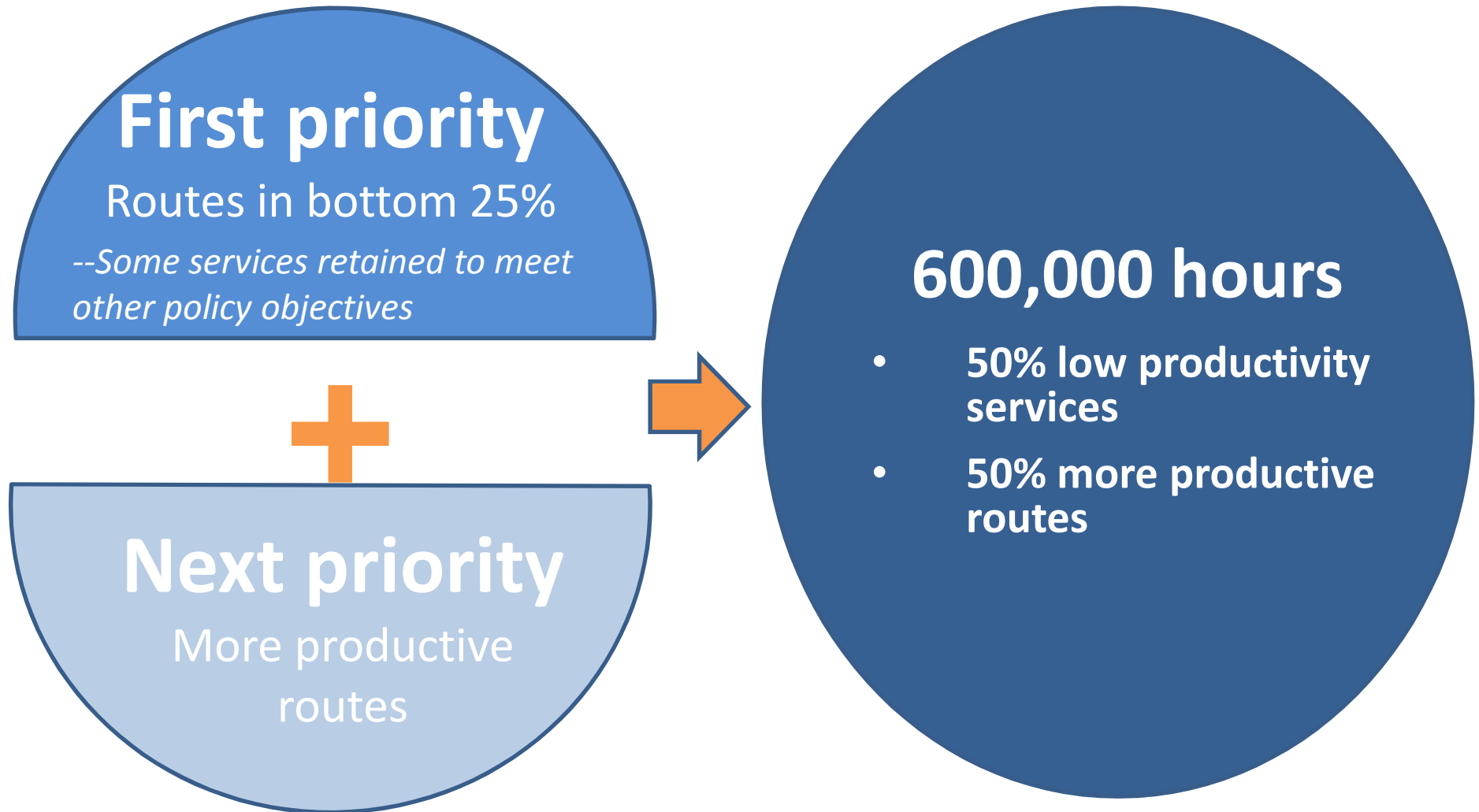
- Transparent



Service reduction priorities

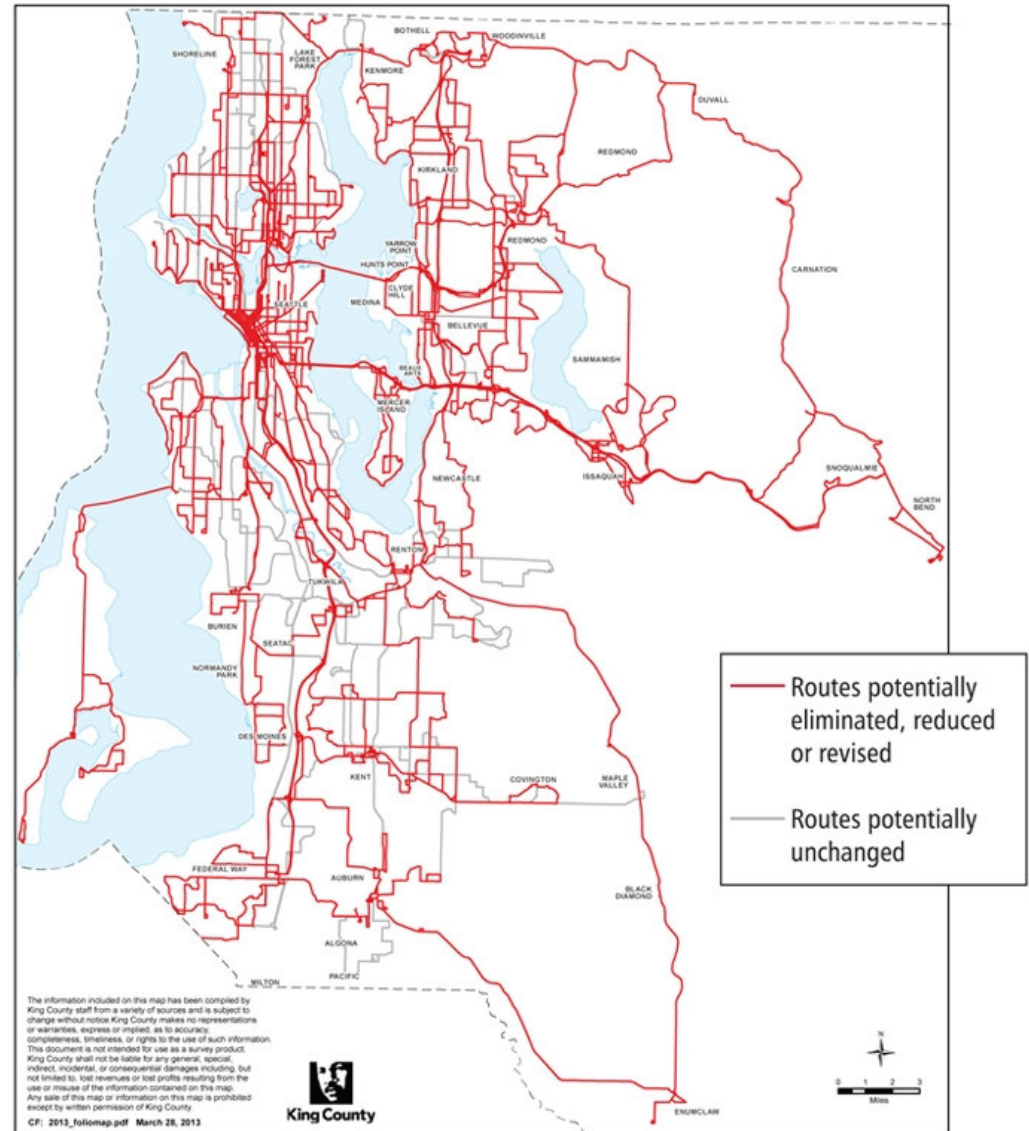
- Routes with high and medium potential for reduction

Getting to 600K: Reduction Priorities



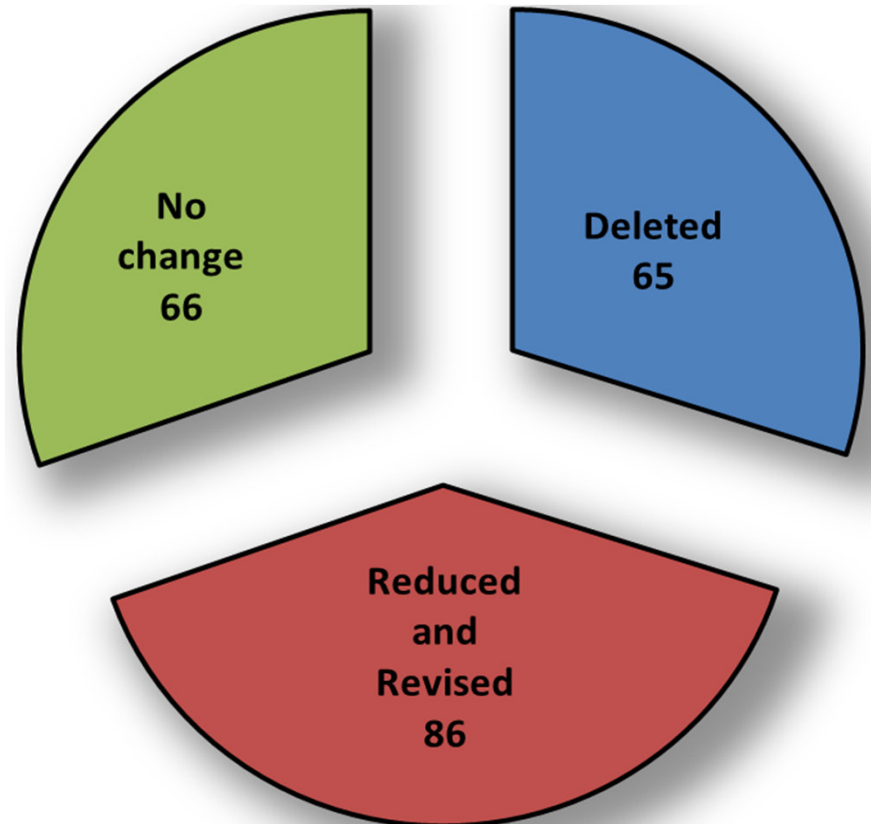
Service Reduction Illustration

- Applies service guideline to determine where service should be eliminated, reduced or revised
- Illustrates possible impacts of a large-scale reduction
- Affects all service, including low and higher productivity routes



Service Reduction Illustration

- **About 70% of routes will be reduced, revised or eliminated**
 - 30% of routes deleted (65 routes)
 - 40 % of routes revised or reduced (86 routes)
 - Remaining 66 routes become overcrowded and unreliable

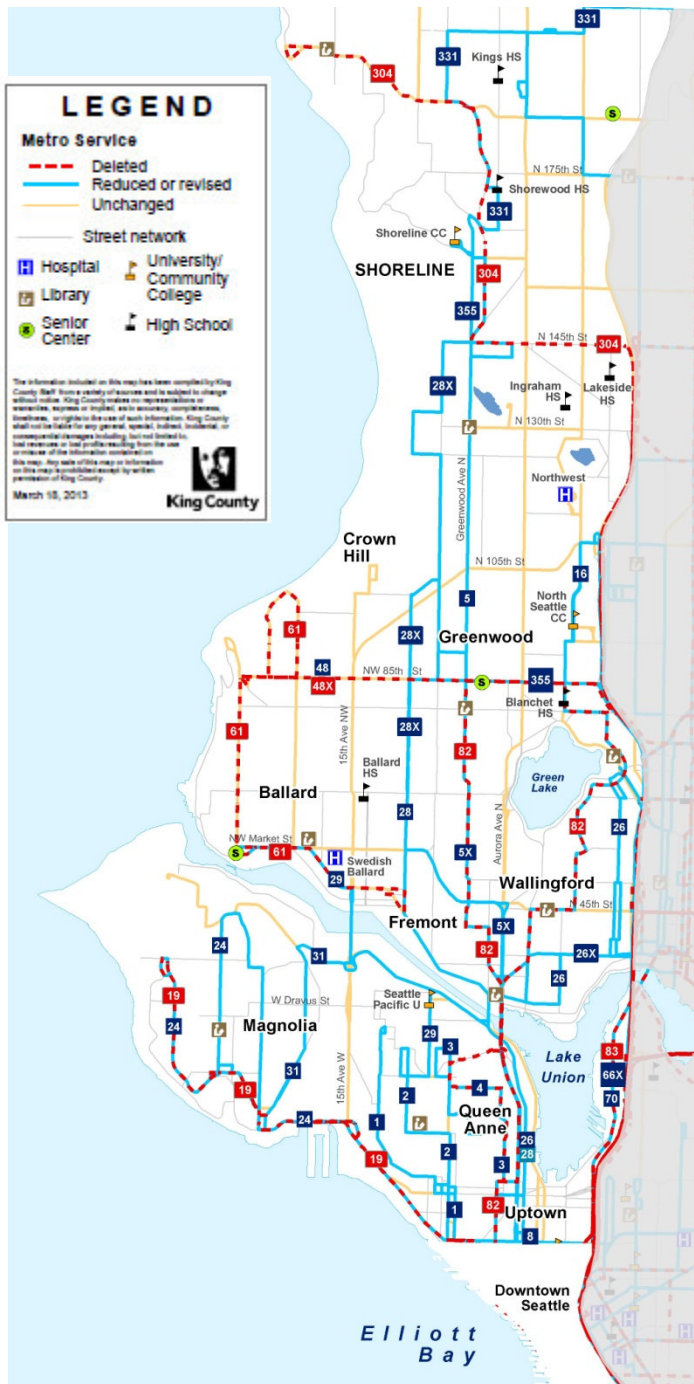


Affecting our customers



- **More crowded buses, more pass-ups**
 - Ridership has been growing and demand will continue as the region grows
- **More vehicles on the road**
 - Metro takes ~175,000 vehicles off our roads each weekday
- **Harder for people to get to work and school**
 - 43% of all commuters coming into downtown Seattle are on transit
 - 1500 businesses, universities and other institutions buy bus passes for their employees

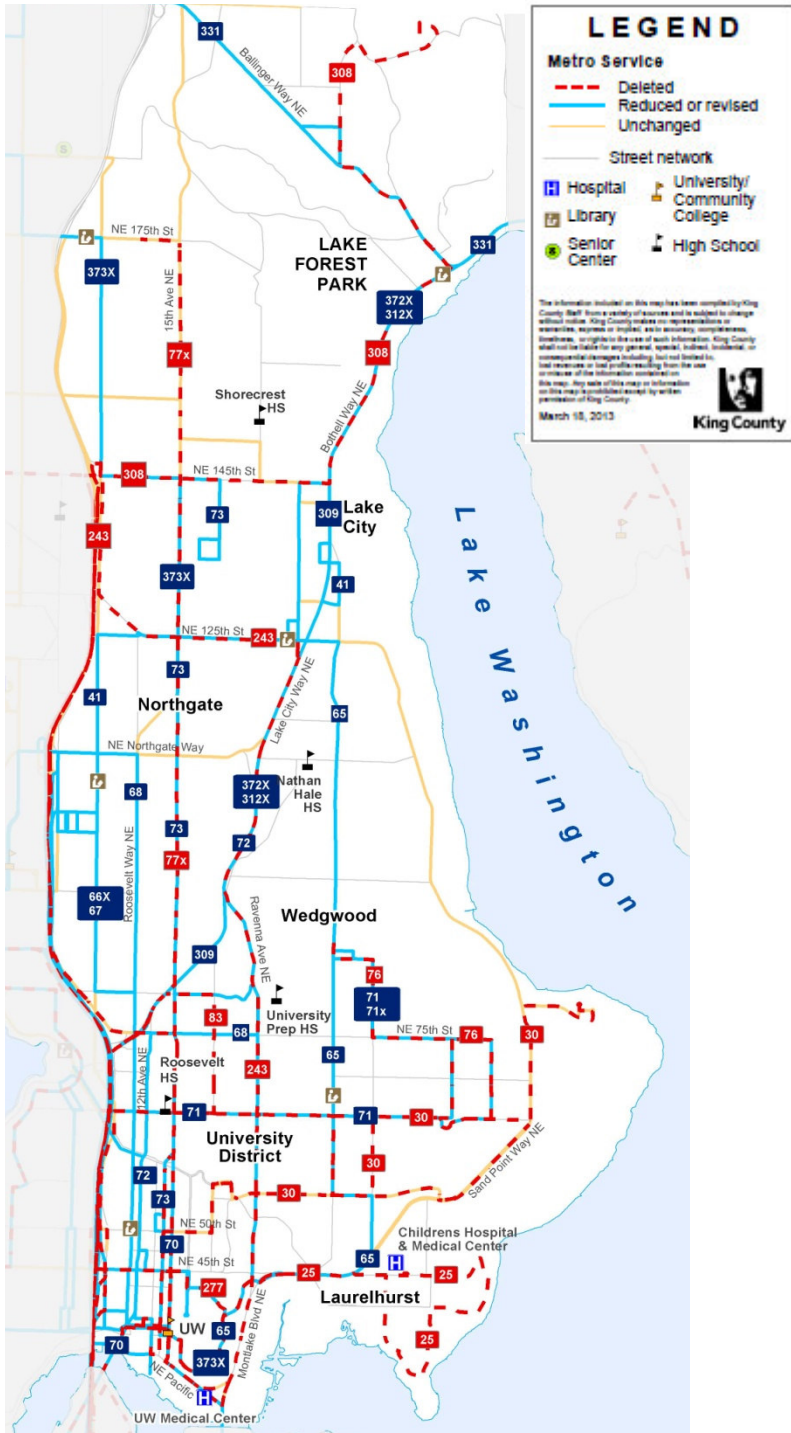




Northwest Seattle/North King County

Possible service reductions

- **All-day service** – Some areas, such as parts of Shoreline, areas in north Ballard and west Queen Anne would lose all service or all non-peak service
- **Peak service** — Riders to downtown Seattle, the University District and Uptown could see a reduction in peak service, which would mean more crowded buses and more transfers
- **Midday/weekend service**— Off-peak service would be reduced in many neighborhoods
- **Night service** — Night service could be reduced in many neighborhoods



Northeast Seattle/North King County

Possible service reductions

- **All-day service** — Parts of Lake Forest Park and Laurelhurst could lose all service.
- **Peak service** — More crowding and more need to transfer from possible reductions to peak service to Bellevue, downtown Seattle, First Hill, and the University District
- **Midday/weekend service**—Possible off-peak service reductions in areas such as Sand Point, Shoreline, and the University District.
- **Night service** —Possible reduced night service in Lake City, Laurelhurst, Maple Leaf, Sand Point, Shoreline, the University District, and Wedgewood

Southwest Seattle/South King County

Possible service reductions

- **All-day service** — Neighborhoods such as Arbor Heights, Genesee Hill, Shorewood and Beach Drive could lose all service
- **Peak service** — Possible reduction in peak services to the Boeing industrial and Duwamish areas, downtown Seattle, and West Seattle
- **Midday/weekend service**— Possible off-peak service reductions in areas such as High Point, North Delridge and South Seattle Community College
- **Night service** — Possible night service reductions in areas such as Georgetown, South Park and White Center



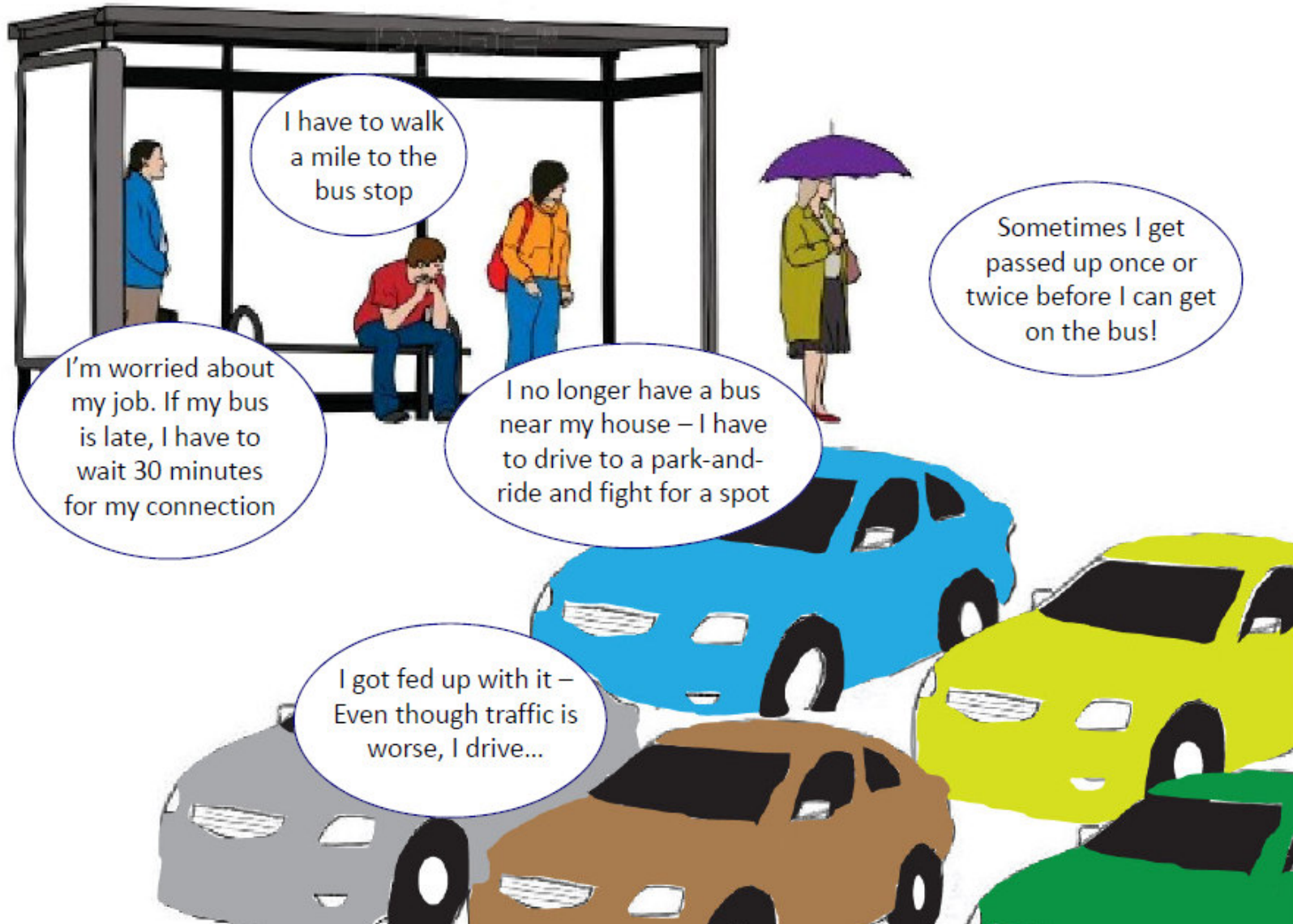
Central and Southeast Seattle/ South King County

Possible service reductions

- **All-day service** — Leschi and parts of Eastlake and Montlake could lose all service.
- **Peak service** — Possible reductions on peak service to Bellevue, downtown Seattle, First Hill, Rainier Beach and the University District
- **Midday/weekend service** — Possible off-peak reductions in areas such as Capitol Hill, the Central District, First Hill, Madrona, and Rainier Beach
- **Night service** — Possible night service reductions in several neighborhoods



17% less service



Thank you

<http://metro.kingcounty.gov/planning/>

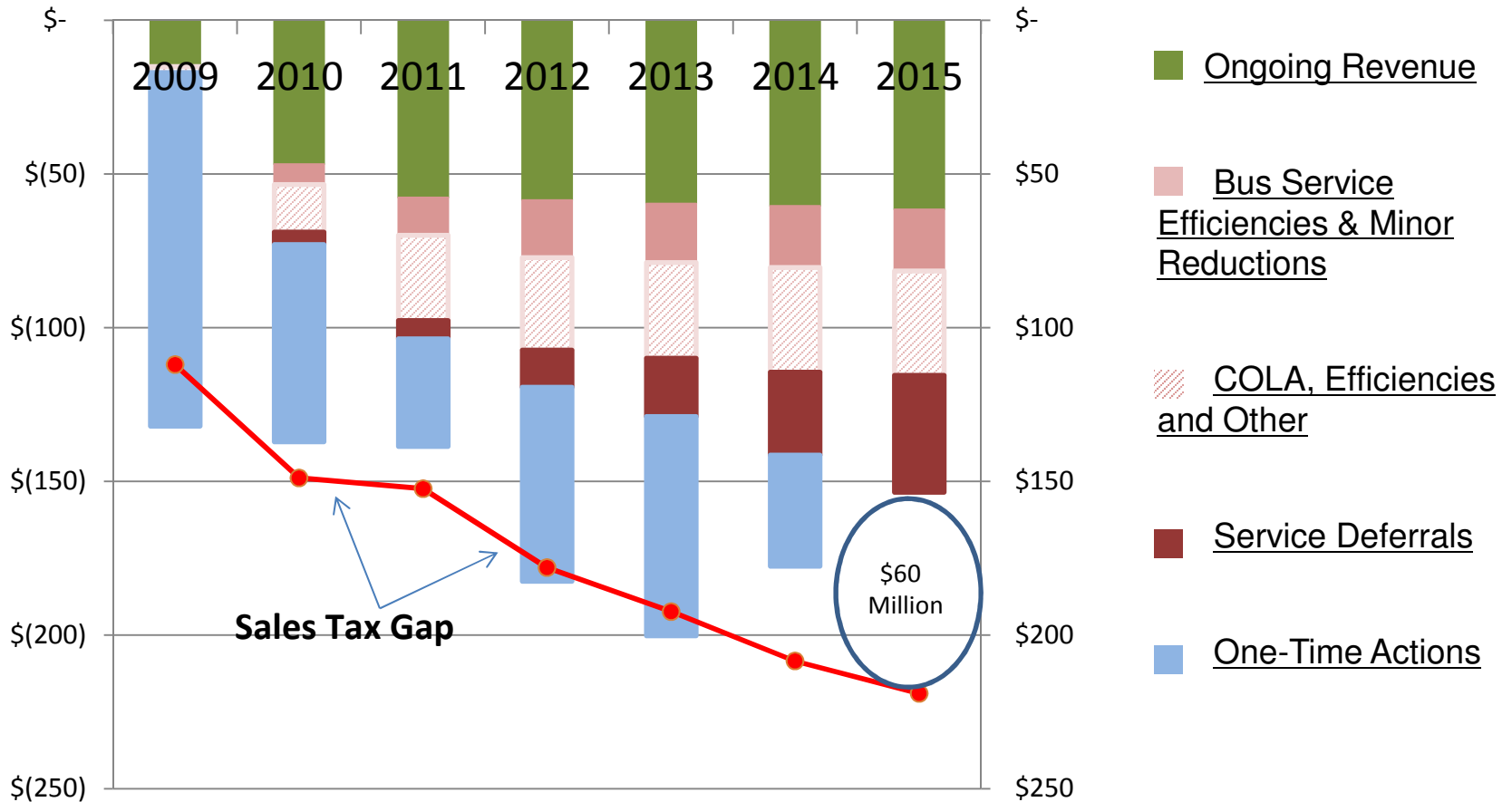
Strategic Plan for Public Transportation

- **Guides Metro toward a vision for public transportation**
 - Builds on King County's Strategic Plan 2010-2014
 - Drawn from the recommendations of the Regional Transit Task Force in 2010
- **Navigates the road ahead to meet complex challenges**
 - Sets a vision, goals and objectives
- **Ensures success: monitoring performance**
- **Manages the system**
 - Service guidelines help plan and manage the transit system whether **expanding, reducing or revising** service
 - Balance **productivity, social equity and geographic value**



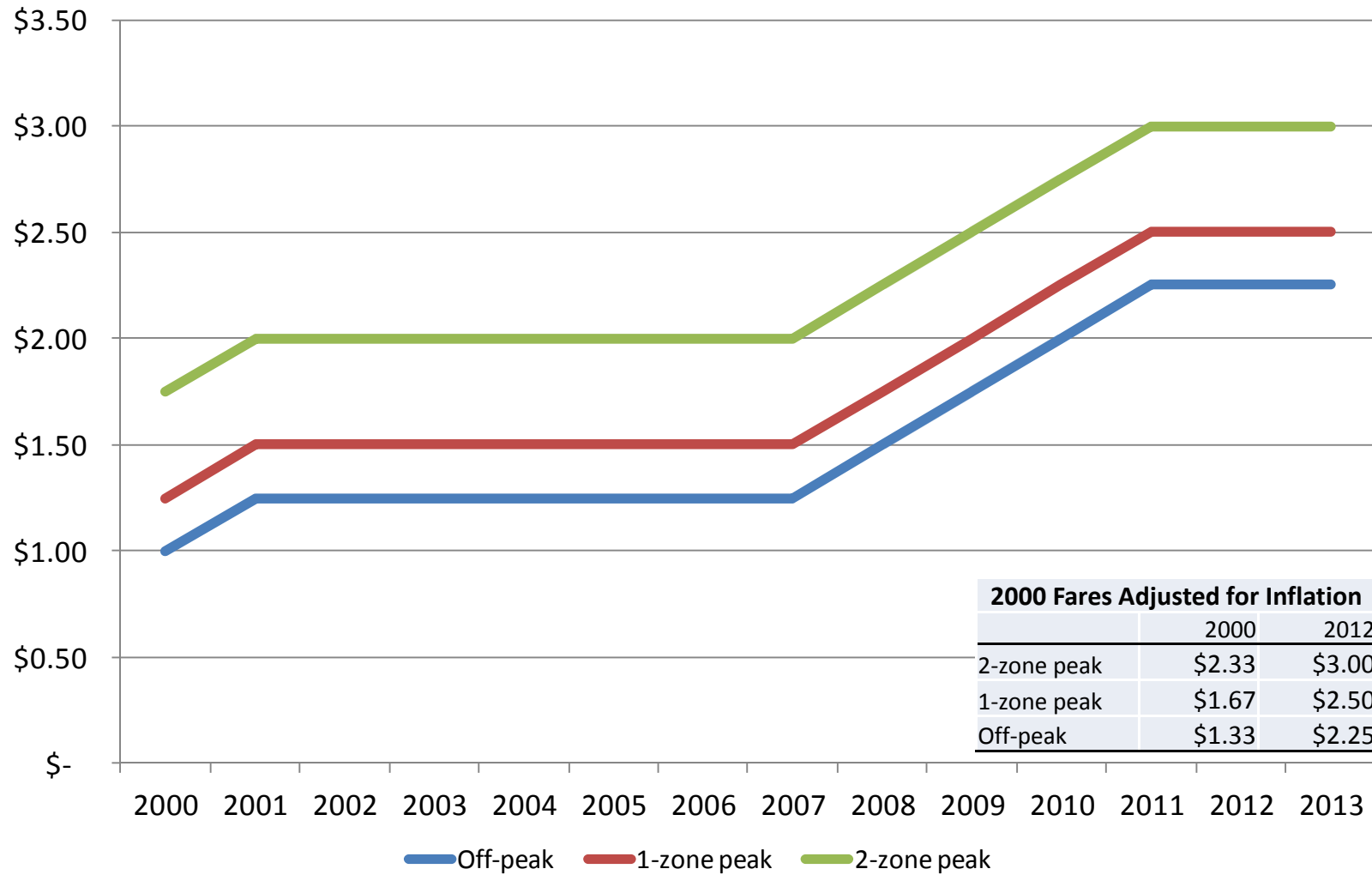
Metro's Financial Picture: Closing the Transit Budget Gap

(\$ in millions)



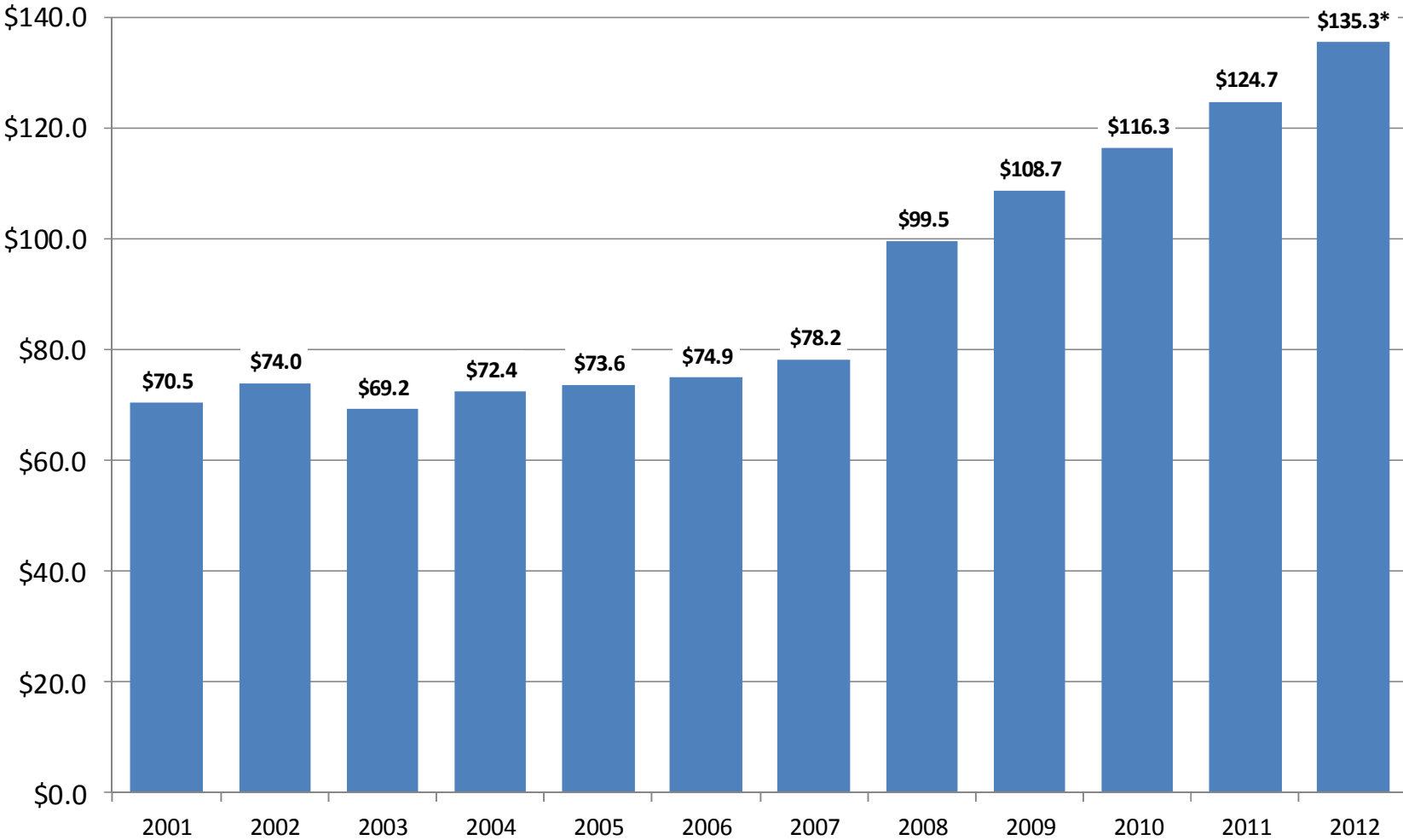
In addition to closing the gap for annual bus service, funds are needed to purchase buses to operate the service. Assuming debt financing, this cost is estimated at \$15 million per year for 12 years.

Metro Adult Fare Levels, 2000 to 2013



2000 Fares Adjusted for Inflation		
	2000	2012
2-zone peak	\$2.33	\$3.00
1-zone peak	\$1.67	\$2.50
Off-peak	\$1.33	\$2.25

Fare Revenue

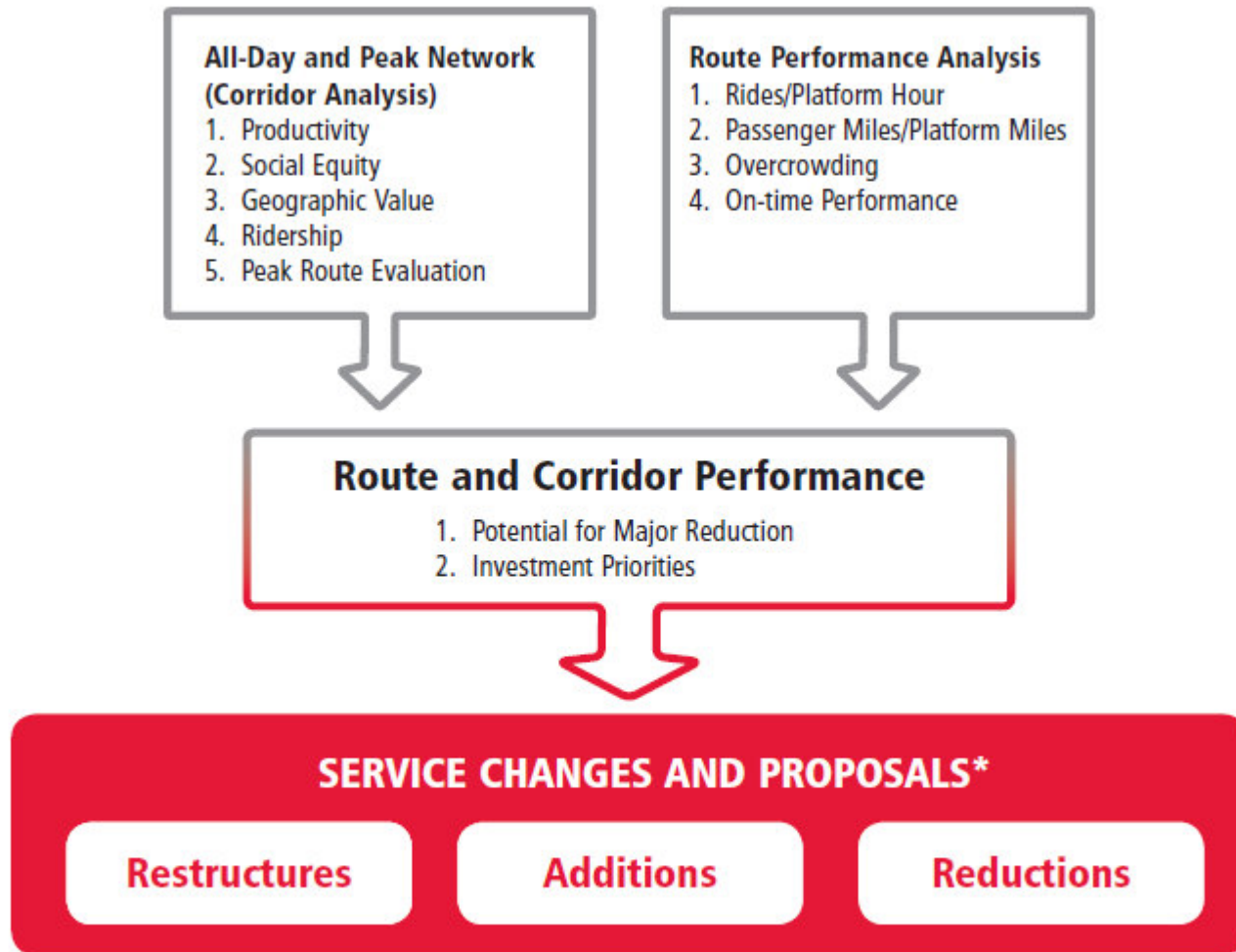


* Excludes \$1.4 million in ORCA revenue apportioned from previous years

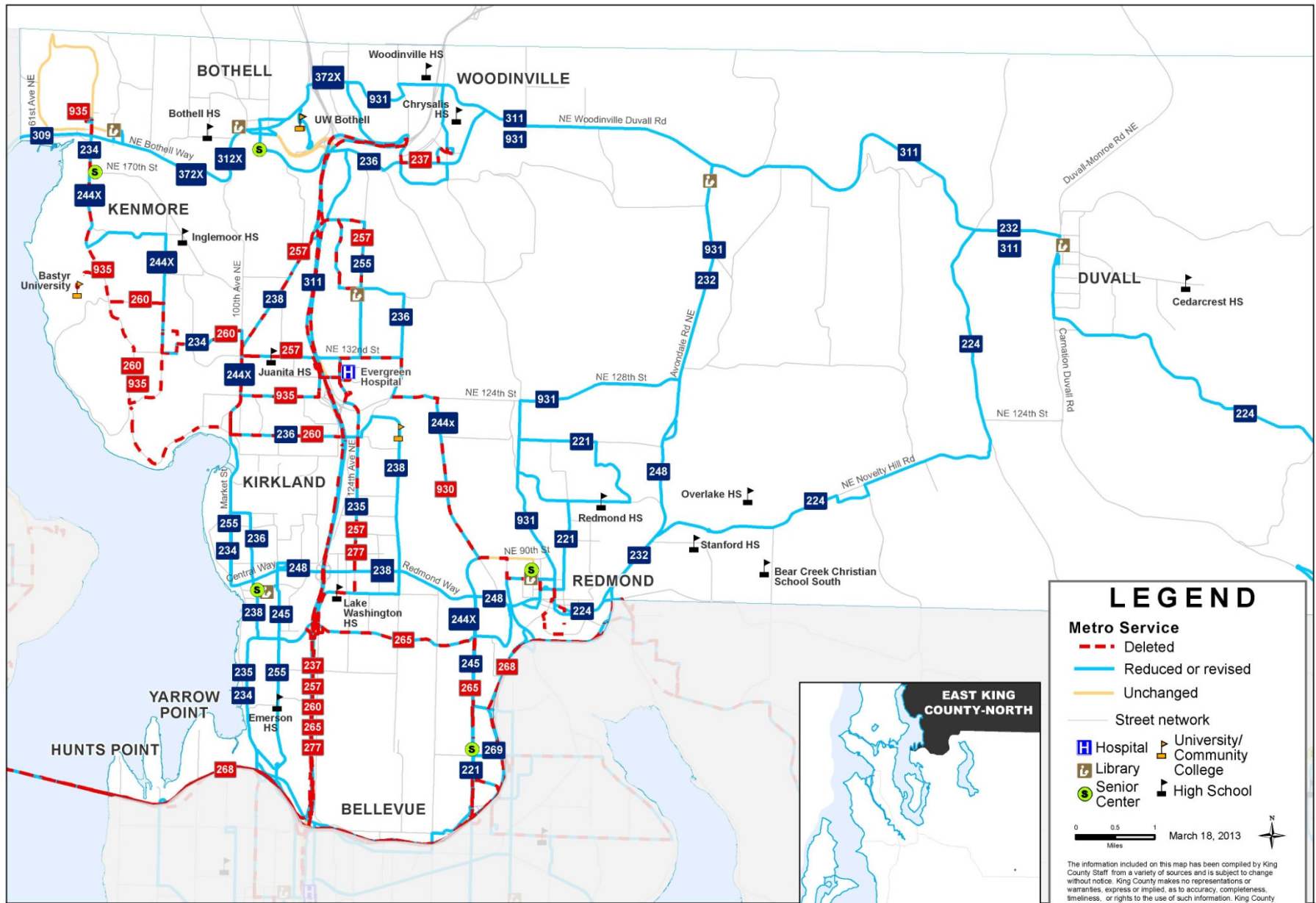
2013/2014 Transit Budget

- Assumes no new revenue
- Total sales tax growth expected to be around 4%
- Farebox recovery estimated to stay above target at around 26%
- Continues to spend down reserves
- Continues to implement efficiencies like those identified in the 2009 Transit Performance Audit
- Fare increase not assumed in the adopted budget but likely forthcoming in 2014.
- Alaskan Way Viaduct mitigation funding ends in June 2014
- Temporary Congestion Reduction Charge expires in June 2014 (generates about \$52 million over the two-years)
- 145,000 hours of service reductions beginning fall of 2014
- Remainder of 600,000 hours of service reductions would take place in 2015

Guidelines Process



*Service Design Principles guide changes to the system and are considered when planning for service changes.



East King County - North

Illustration of Possible Service Reductions

LEGEND

Metro Service


- Deleted
- Reduced or revised
- Unchanged
- Street network

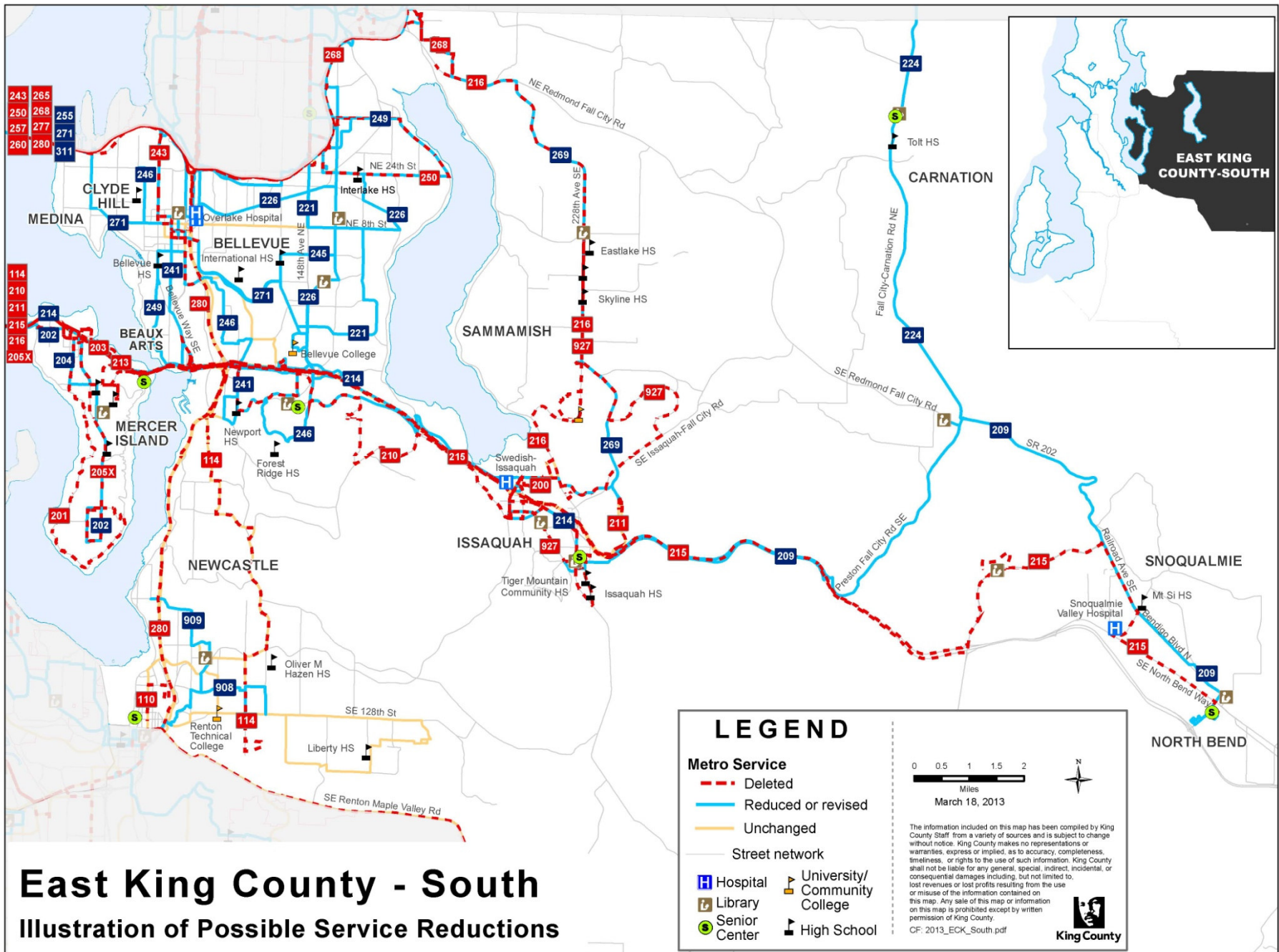
Landmarks:

- H Hospital
- U University/Community College
- L Library
- S Senior Center
- H High School

0 0.5 1 Miles March 18, 2013

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East King County - South

Illustration of Possible Service Reductions

LEGEND

Metro Service

- - - Deleted
- Reduced or revised
- Unchanged
- Street network

Landmarks:

- Hospital
- University/Community College
- Library
- Senior Center
- High School

0 0.5 1 1.5 2
Miles
March 18, 2013

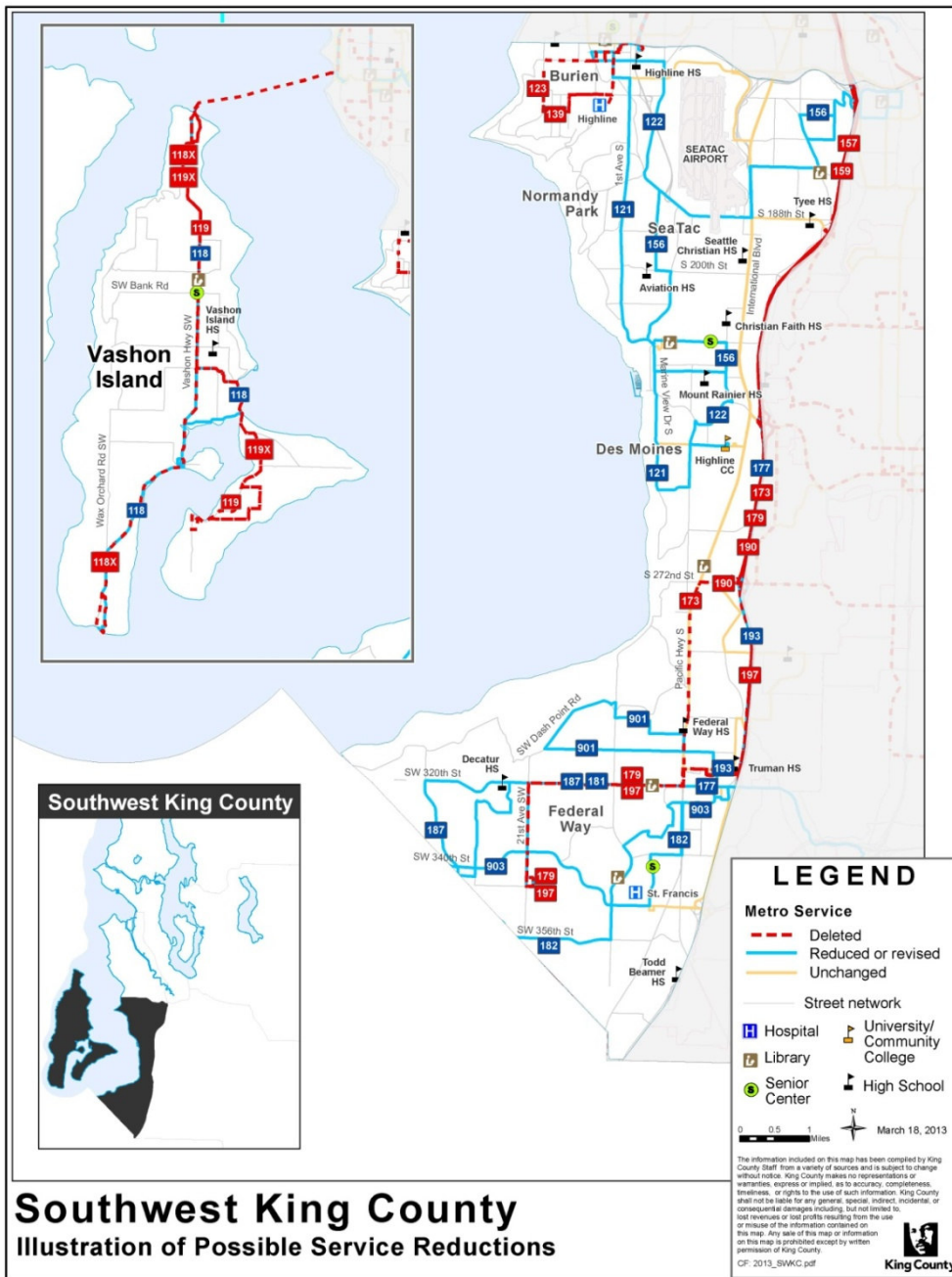
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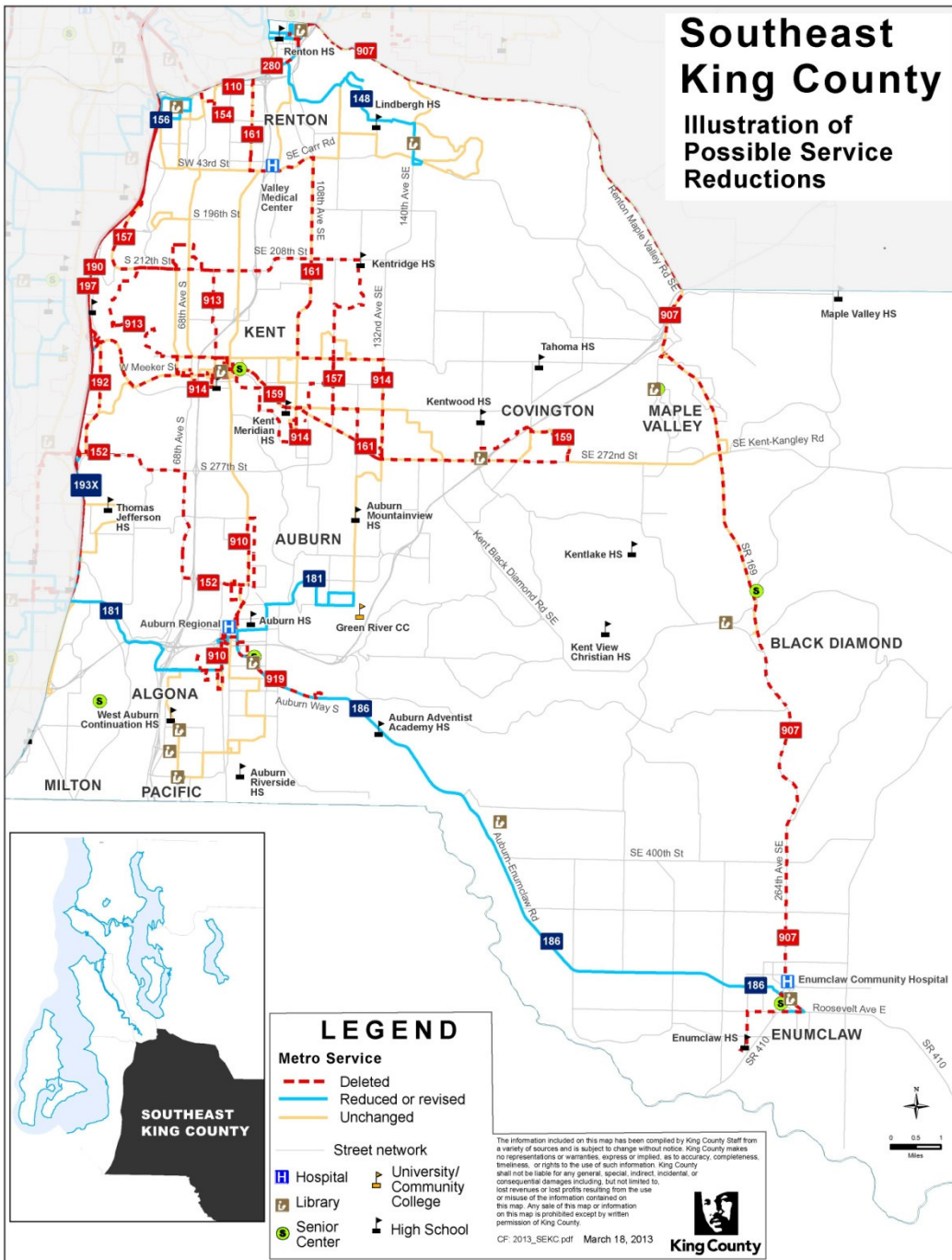
CF: 2013_ECK_South.pdf

Southwest King County

Possible service reductions

- **All-day service** — Areas such as Maury Island and parts of Burien could lose all service. Vashon Island would have peak-only service.
- **Peak service** — Peak service to many centers would be reduced; Vashon Island riders would have to walk on the ferry
- **Reduced park and ride service**
- **Midday/weekend/night service** — Several areas could see reduced midday, weekend and/or night services





Southeast King County

Possible service reductions

- **All-day service** – Parts of Algona, Auburn, Black Diamond, Covington, Enumclaw, and Kent could lose all service
- **Peak service** — Peak service to many centers and several park and rides could be reduced;
- **Midday/weekend service**— Possible reduced off-peak service in areas such as Auburn, Enumclaw, Fairwood, Kent, Maple Valley, and Renton
- **Night service** — Possible reduced night service in areas such as Auburn, Green River Community College and Renton