



More bus service is needed, but funding shortage might force deletion of 65 bus routes, report finds

Another 86 routes might be reduced or changed to cut costs

Metro's latest analysis of its transit system found that about 10 percent more bus service is needed to meet demand—but instead of increasing service, Metro might have to reduce the transit system by as much as 17 percent (about 600,000 annual service hours) because of a projected funding shortage.

Metro's 2012 Service Guidelines Report found that nearly 335,000 more hours of bus service are needed annually just to meet current target service levels, reduce crowding and keep buses on time. Even more is needed to serve increasing rider demand and move toward our region's adopted goal for transit growth. The report identified 90 highly productive routes that would likely attract many more riders if funds were available to expand them.

But starting in mid-2014, after some temporary funding sources have run out, Metro will face an annual \$75 million revenue shortfall. King County is working with local and state leaders to seek sufficient, ongoing funding for transit. However, if no new funding tool is approved, Metro will have to eliminate, reduce or revise roughly two-thirds of its bus routes to close the budget gap.

A reduction of that magnitude would have broad impacts on the public transportation network, bus riders, and communities across King County. Impacts on riders would include fewer travel options, longer travel times, more transfers, and more-crowded and less-reliable buses throughout the transit system. Traffic congestion would get worse for everyone.

Learn more about what's at risk



Illustrative examples of potential service reductions and impacts

- Roughly one-third of Metro's routes (65 routes) might be deleted, and about 40 percent (86 routes) might be reduced or revised if Metro must shrink its system by 600,000 annual service hours.
- One-third of Metro's routes might remain unchanged, but would likely carry more people and be more crowded.

Number of Routes in Each Category



- People in neighborhoods throughout King County would get less service, or would lose service entirely. See potential reductions in different areas of the county at www.kingcounty.gov/metro/future
- Metro would have to cut well-used service that it would not normally consider reducing. The first routes Metro would consider for reduction would be those the report identified as the least productive 25 percent in Metro's system. But those routes account for only about 490,000 of the 600,000

annual service hours that would have to be cut—and some of those routes would be maintained because they play critical roles such as serving low-income communities where many people depend on transit.

- Reductions would mean longer, less-convenient trips to work and school. Fifty-five percent of Metro's riders take the bus to school or work, and more than 1,500 businesses, universities and other institutions buy bus passes for their employees or students. If 17 percent of service was reduced, commuters would have to wait longer, walk farther, make extra transfers or stand in the aisle more often. Some might not be able to get to their jobs or classes.
- People who rely solely or heavily on transit would have fewer travel choices because there would be fewer bus stops, fewer routes, and less service on remaining routes.
- Major service reductions would force thousands of people into their cars, worsening congestion and slowing everyone's travel, the movement of goods, and the delivery of services. Travel costs would increase as well; public transportation in the Puget Sound Region yields more than \$365 million per year in time and fuel savings for drivers, according to the Texas Transportation Institute. Current Metro service takes about 175,000 vehicles off our roads every weekday—mainly during the busiest times of day on the most heavily used corridors.

How did Metro analyze service needs and potential reductions?

Metro's analysis of its transit system used objective data defined in service guidelines. The guidelines were recommended by a public task force and adopted by King County in 2011.

The 2012 Service Guidelines Report identified where the transit system needs investments to improve service quality and meet demand, and where routes might be changed or reduced because they are not performing well. Metro used the findings to illustrate how routes might be deleted, reduced or revised to achieve a 17 percent system reduction.

The potential reductions described here are not proposed changes. Before making an actual proposal, Metro would do a more comprehensive analysis using recent data, public comments, and look for opportunities to restructure service to cut costs while serving as many riders as possible.

Find the full 2012 Service Guidelines Report at <http://metro.kingcounty.gov/planning>

Without new funding, \$75 million annual revenue shortfall is ahead

Beginning in mid-2014, Metro's annual revenues are projected to fall \$75 million short of what is needed to maintain the current level of service—\$60 million for operations and \$15 million for bus purchases.

Metro's largest source of funding is sales tax revenue. Since 2008, the weak economy has caused a substantial ongoing revenue shortfall. Metro and King County have taken sweeping actions to reduce Metro's costs, increase revenue and preserve as much transit service as possible (see below).

However, some temporary funding sources will run out by next summer. Although Metro continues cost-cutting efforts and will request a fare increase in 2014, we are not able to close a \$75 million gap without reducing service.

The state legislature is considering funding solutions for transportation needs statewide, including transit. King County has joined with the Sound Cities Association and the City of Seattle to ask the legislature for local transportation funding tools.

If new funding does not become available, deep service cuts will be necessary. Metro's 2013-2014 budget assumes that Metro will cut up to 600,000 annual hours of service beginning in fall 2014 and continuing in 2015.

Metro's financial reforms

Ongoing cost reductions

- Eliminated about 100 staff positions and reduced programs
- Adopted efficiency measures recommended in a performance audit, saving about \$20 million annually
- Made modest reductions in bus service
- Negotiated cost-saving labor agreements
- Eliminated Ride Free Area in downtown Seattle
- Participates in the County's Healthy Incentives program to control employee health costs, which saved about \$10 million between 2007 and 2011



Ongoing revenue increases

- Following a previously planned fare increase in 2008, raised fares in 2009, 2010, and 2011—an unprecedented total 80 percent increase in four years
- Shifted property tax from county ferries to Metro

Temporary actions

- Dug deeply into reserve funds
- Deferred replacement bus purchases
- Deferred most planned service expansion
- Adopted congestion reduction charge to help fund transit for two years

Throughout 2012, Metro used its new strategic plan and service guidelines to make the transit system more productive and effective, to get the most value for the public's tax and fare dollars. Metro restructured major parts of the bus system and also eliminated or reduced low-performing routes and reinvested the service hours to reduce crowding on buses and improve reliability.

Learn more and play a part in Metro's future:
www.kingcounty.gov/metro/future



Department of Transportation

Communications

KSC-TR-0824

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Service reduction illustration: northwest Seattle/north King County

In this illustration, bus trips and hours of service are reduced or changed on about 25 routes in northwest Seattle and north King County. Many routes in this area were recently changed or eliminated as part of a major service restructure in 2012.



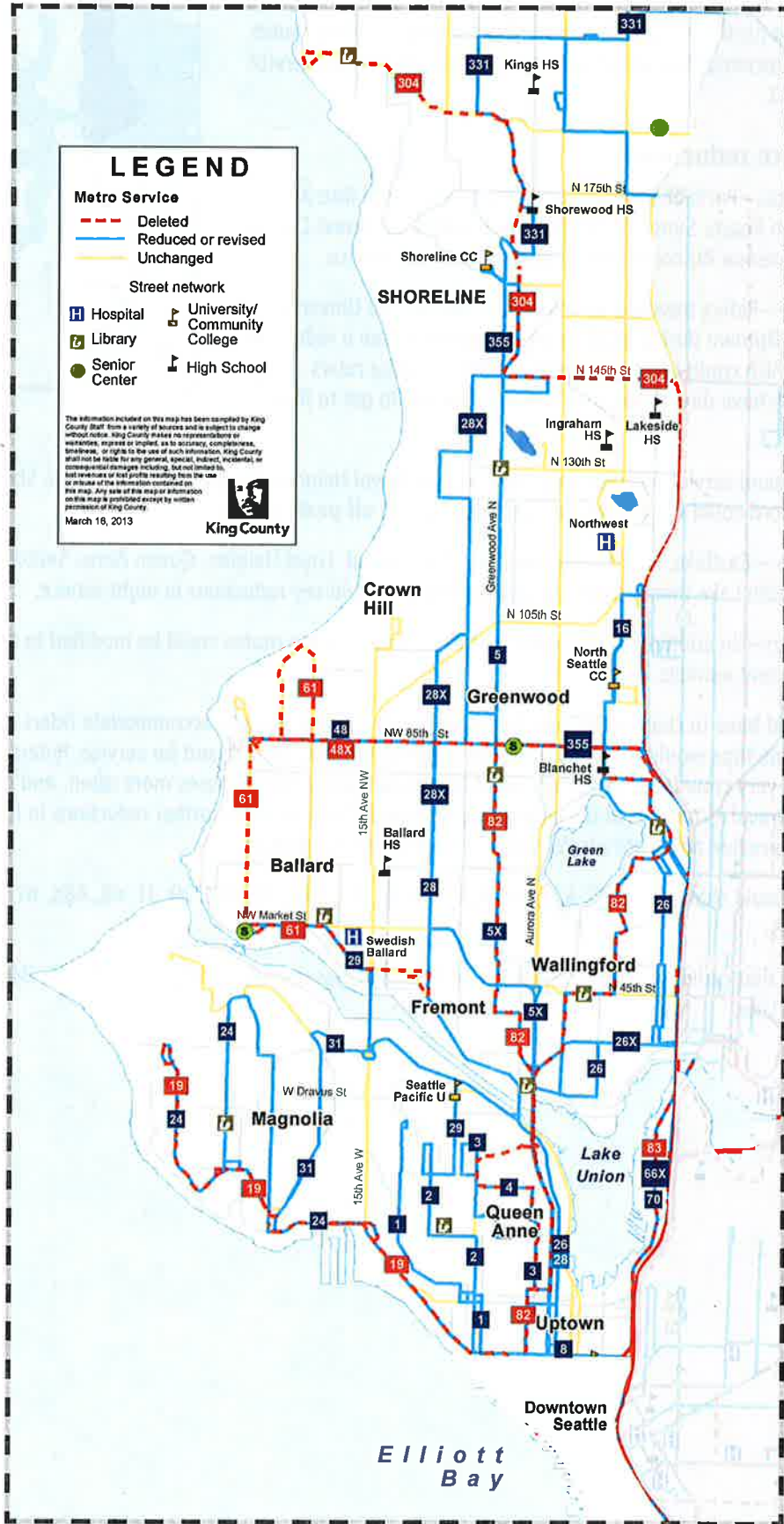
Possible service reductions

- All-day service—Parts of Shoreline (N 145th Street) could lose all service. North Beach, Sunset Hill (32nd Avenue NW), and west Queen Anne (10th Avenue W) could lose all non-peak-period service.
- Peak service—Riders traveling to downtown Seattle, the University District, and Uptown during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—Green Lake, Greenwood, Loyal Heights, Magnolia, Queen Anne, Shoreline, Uptown, and Wallingford could see reductions in services during off-peak periods.
- Night service—Eastlake, Fremont, Green Lake, Greenwood, Loyal Heights, Queen Anne, Seattle Center, Shoreline, South Lake Union, Uptown, and Wallingford could see reductions in night service.
- Other changes—In addition to the reductions listed above, some routes could be modified to be more direct or to serve different markets.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

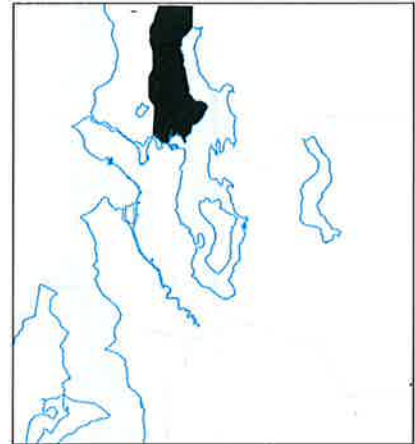
- Routes that could change: 1, 2, 3, 4, 5, 5X, 8, 16, 19, 24, 26, 26X, 28, 28X, 29, 31, 48, 48X, 61, 66X, 70, 82, 83, 304, 331, 355.
- Other routes that could experience crowding and reliability issues: 13, 32, 40, 44, 330, 345, 346, 358X, RapidRide D Line.

Service reduction illustration: northwest Seattle/north King County



Service reduction illustration: northeast Seattle/north King County

In this illustration, bus trips and hours of service are reduced or changed on about 20 routes in northeast Seattle and north King County.



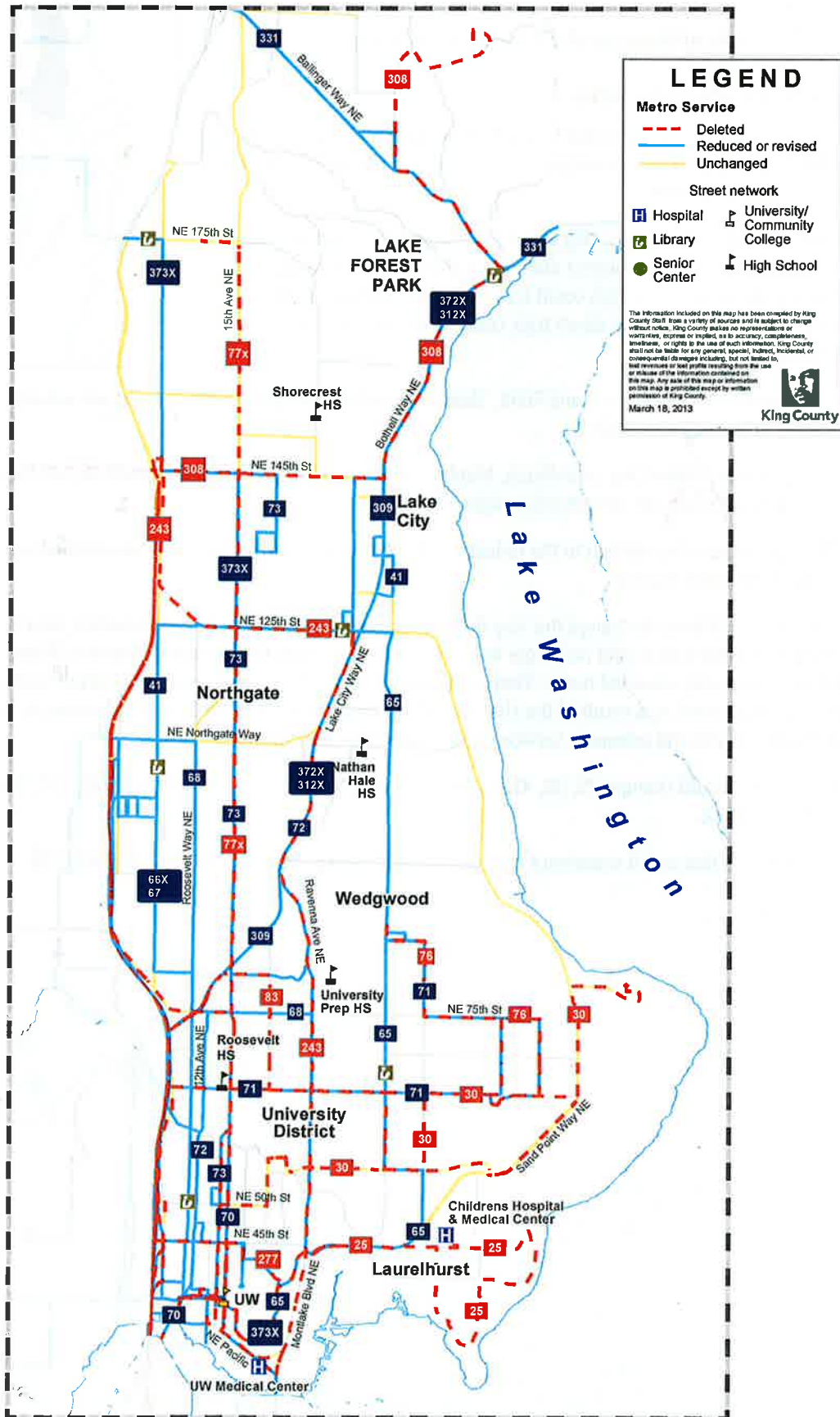
Possible service reductions

- All-day service—Parts of Lake Forest Park (35th Avenue NE and NE 197th Street) and Laurelhurst (east of 40th Avenue NE/NE 45th Street) could lose all service.
- Peak service—Riders traveling to Bellevue, downtown Seattle, First Hill, and the University District during peak travel periods could see reductions in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—Sand Point, Shoreline, and the University District could see reductions in service during off-peak travel periods.
- Night service—Lake City, Laurelhurst, Maple Leaf, Sand Point, Shoreline, the University District, and Wedgewood could see reductions in night service .
- Other changes—In addition to the reductions listed above, some routes could be modified to be more direct or to serve different markets.

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- Routes that could change: 25, 30, 41, 65, 66X, 67, 68, 70, 71, 72, 73, 76, 77X, 83, 243, 277, 308, 309X, 312X, 331, 372, 373X.
- Other routes that could experience crowding and reliability issues: 31, 32, 75, 330, 347, 348.

Service reduction illustration: northeast Seattle/north King County



Service reduction illustration: southwest Seattle/south King County

In this illustration, bus trips and hours of service are reduced on about 20 routes in southwest Seattle and south King County. Many routes in this area were recently changed or eliminated as part of a major service restructure in 2012.



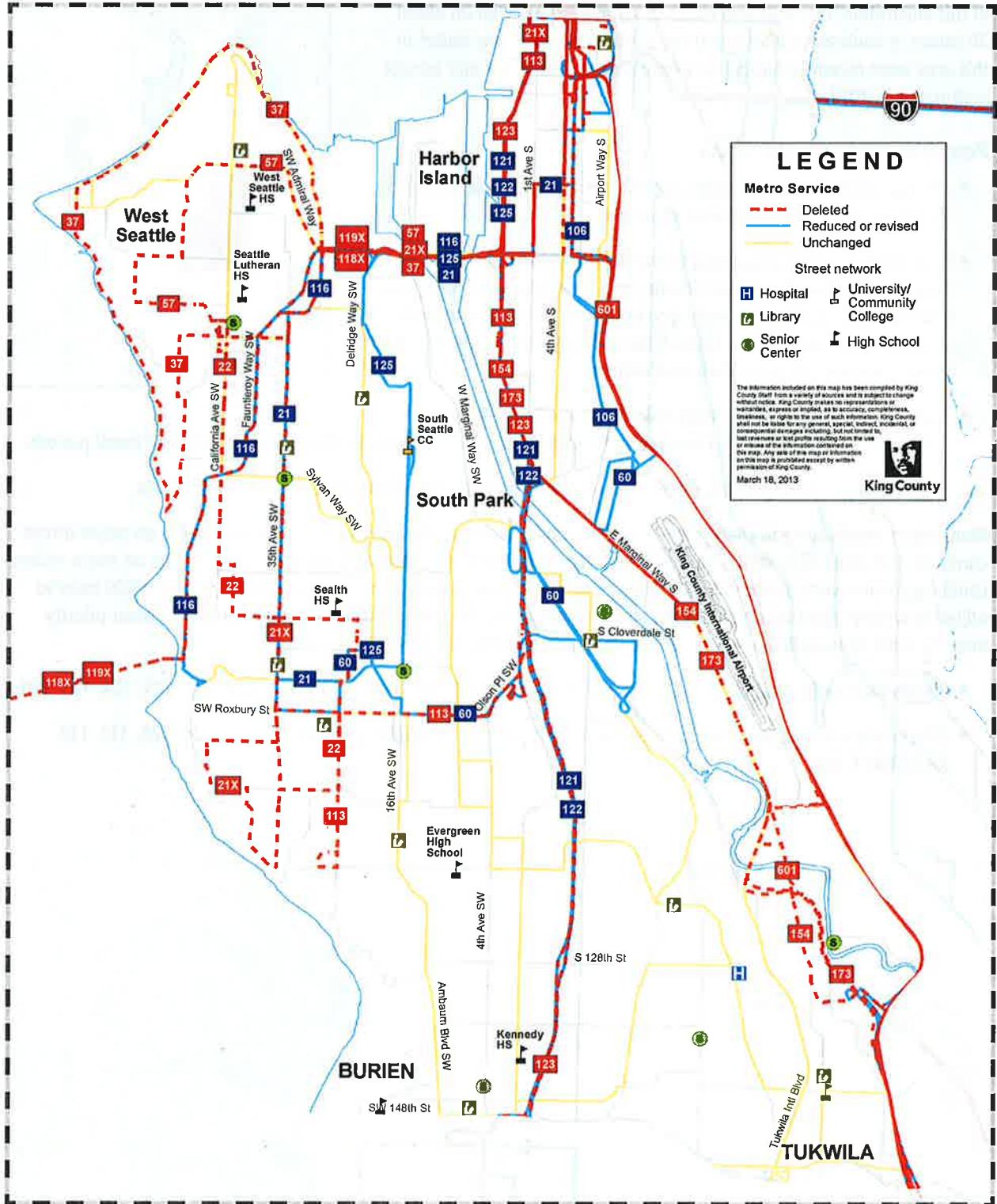
Possible service reductions

- All-day service—Arbor Heights, Gatewood, Genesee Hill, Shorewood, and Beach Drive SW could lose all service.
- Peak service—Riders traveling to the Boeing industrial and Duwamish areas, downtown Seattle, and West Seattle during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—High Point (35th Avenue SW), North Delridge, and South Seattle Community College could see reductions in service during off-peak travel periods.
- Night service—Georgetown, South Park, and White Center could see reductions in night service.

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- Routes that could change: 21, 21X, 22, 37, 57, 60, 106, 113, 116, 118X, 119X, 121, 122, 123, 125, 154, 173, 601.
- Other routes in this area that could experience crowding and reliability issues: 50, 120, 124, 128, 131, 132, RapidRide C Line.

Service reduction illustration: southwest Seattle/south King County



Service reduction illustration: central and southeast Seattle/south King County

In this illustration, bus trips and hours of service are reduced on about 40 routes in central and southeast Seattle and south King County.



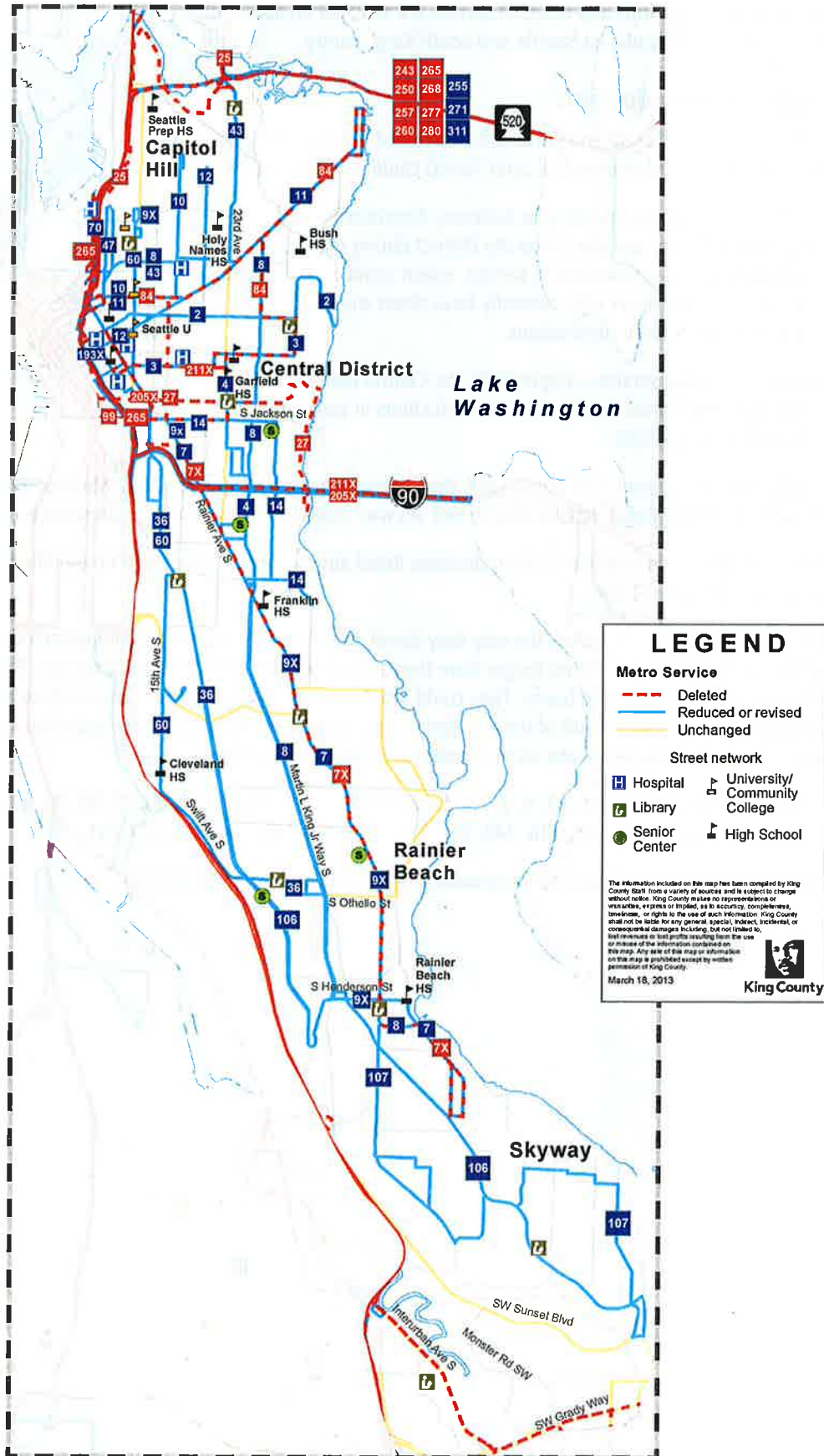
Possible service reductions

- All-day service—Leschi and parts of Eastlake and Montlake (Lakeview Boulevard, Harvard Avenue E, E Lynn Street) could lose all service.
- Peak service—Riders traveling to Bellevue, downtown Seattle, First Hill, Rainier Beach, and the University District during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
- Midday/weekend service—Capitol Hill, the Central District, First Hill, Madrona, and Rainier Beach could see reductions in services during off-peak travel periods.
- Night service—Beacon Hill, Capitol Hill, the Central District, Eastlake, First Hill, Madison Park, Madrona, Montlake, Mount Baker, Rainier Beach, and Skyway could see reductions in night service.
- Other changes—In addition to the reductions listed above, some routes could be modified to be more direct or to serve different markets.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 2, 3, 4, 7, 7X, 8, 9X, 10, 11, 12, 14, 25, 27, 36, 43, 47, 60, 70, 84, 99, 106, 107, 114, 193X, 205X, 210, 211X, 215, 216, 243, 250, 255, 257, 260, 265, 268, 271, 277, 311.
- Other routes that could experience crowding and reliability issues: 49, 50, 101.

Service reduction illustration: central and southeast Seattle/south King County



Service Reduction Illustration: east King County—north

In this illustration, bus trips and hours of service are reduced or changed on about 25 routes in the north part of east King County.

Possible service reductions

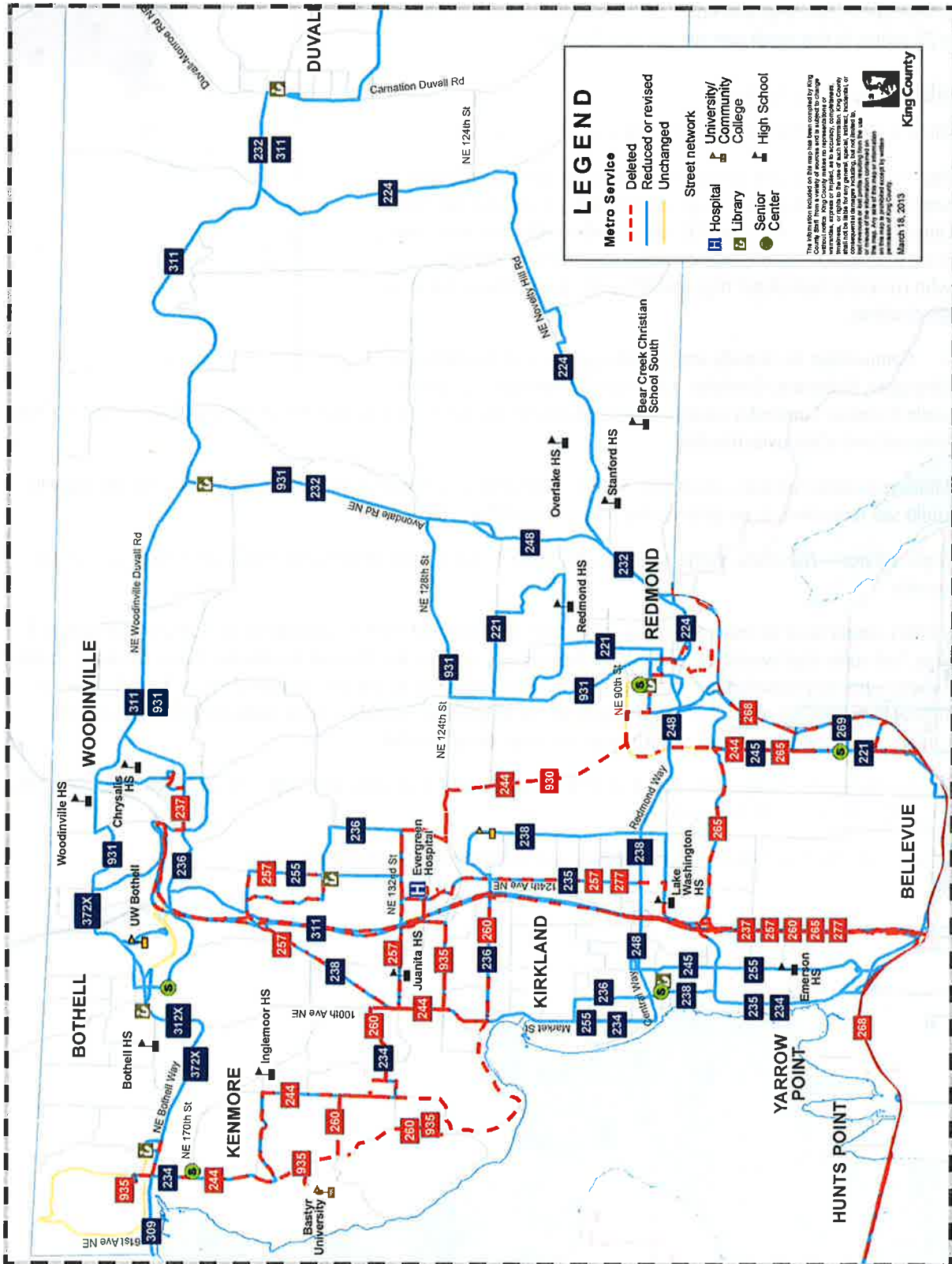
- All-day service—Parts of Juanita could lose all service.
- Peak service—Riders traveling to Bellevue, Eastgate, downtown Seattle, First Hill, Issaquah, Kirkland, Overlake, Redmond, and the University District during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.
 - Competition for already scarce parking spaces at the Brickyard, Kingsgate, Redmond, Overlake, and South Kirkland park-and-rides could increase. Commuter routes crossing SR-520 to downtown Seattle and the University District could be less frequent and often overcrowded.
- Midday/weekend service—Avondale, Bothell, Education Hill, Kenmore, Kingsgate, Redmond, and Woodinville could see reductions in services during off-peak travel periods.
- Night service—Avondale, Bothell, Juanita, Kenmore, Kirkland, and Woodinville could see reductions in night service.



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- Routes that could change: 221, 224, 232, 234, 235, 236, 237, 238, 244, 245, 248, 255, 257, 260, 265, 268, 269, 277, 309, 311, 312, 372, 930, 931, 935.
- Other routes that could experience crowding and reliability issues: RapidRide B Line.

Service Reduction Illustration: east King County-north



Service reduction illustration: east King County – south

In this illustration, bus trips and hours of service are reduced or changed on about 35 routes in the south part of east King County.

Possible service reductions

- All-day service—Parts of Issaquah, Mercer Island, North Bend, and Sammamish could lose all service.
- Peak service—Riders traveling to Bellevue, Eastgate, Factoria, Issaquah, Mercer Island, Overlake, Redmond, downtown Seattle, and the University District during peak travel periods could see a reduction in service, which could create crowded conditions. Some riders who currently have direct trips could have to transfer to get to their destinations.

Competition for already-scarce park-and-ride spaces at the Eastgate, Issaquah Highlands, Mercer Island, and South Bellevue park-and-rides could increase. Commuter routes that cross I-90 to downtown Seattle and the University District could be less frequent, and could often be overcrowded.

- Midday/weekend service—Bellevue, Clyde Hill, Eastgate, Factoria, Issaquah, Kenndale, Overlake, Medina, Mercer Island, and the Renton Highlands could see reductions in service during off-peak travel periods.
- Night service—Bellevue, Crossroads, Eastgate, Factoria, Issaquah, Overlake, Renton, and Sammamish could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 110, 114, 200, 201, 202, 203, 204, 205, 209, 210, 211, 213, 214, 215, 216, 221, 224, 226, 241, 243, 245, 246, 249, 250, 255, 257, 260, 265, 268, 269, 271, 277, 280, 908, 909, 927.
- Other routes that could experience crowding and reliability issues: 105, 240, RapidRide B Line.



Service reduction illustration: southwest King County

In this service reduction illustration, bus trips and hours of service are reduced on about 25 routes in southwest King County.

Possible service reductions

- All-day service—Riders on Maury Island and in parts of Burien, including Gregory Heights and Highline Medical Center, could lose all service. Vashon Island riders could lose all non-peak-period service.
- Peak service—Riders traveling to the Boeing industrial and Duwamish areas, Burien, downtown Seattle, Federal Way, First Hill, SeaTac, the University District, and West Seattle during peak travel periods could see reductions in service. Vashon Island riders would have to walk onto the ferry at the Vashon Island ferry dock.

Riders could see a loss or reduction in service at the following park-and-rides: Federal Way/S 320th Street, Federal Way Transit Center, Redondo Heights, Star Lake, and Twin Lakes. These changes could create crowded conditions as fewer trips are overloaded with more riders. Some riders who currently have direct trips could have to transfer to get to their destinations.

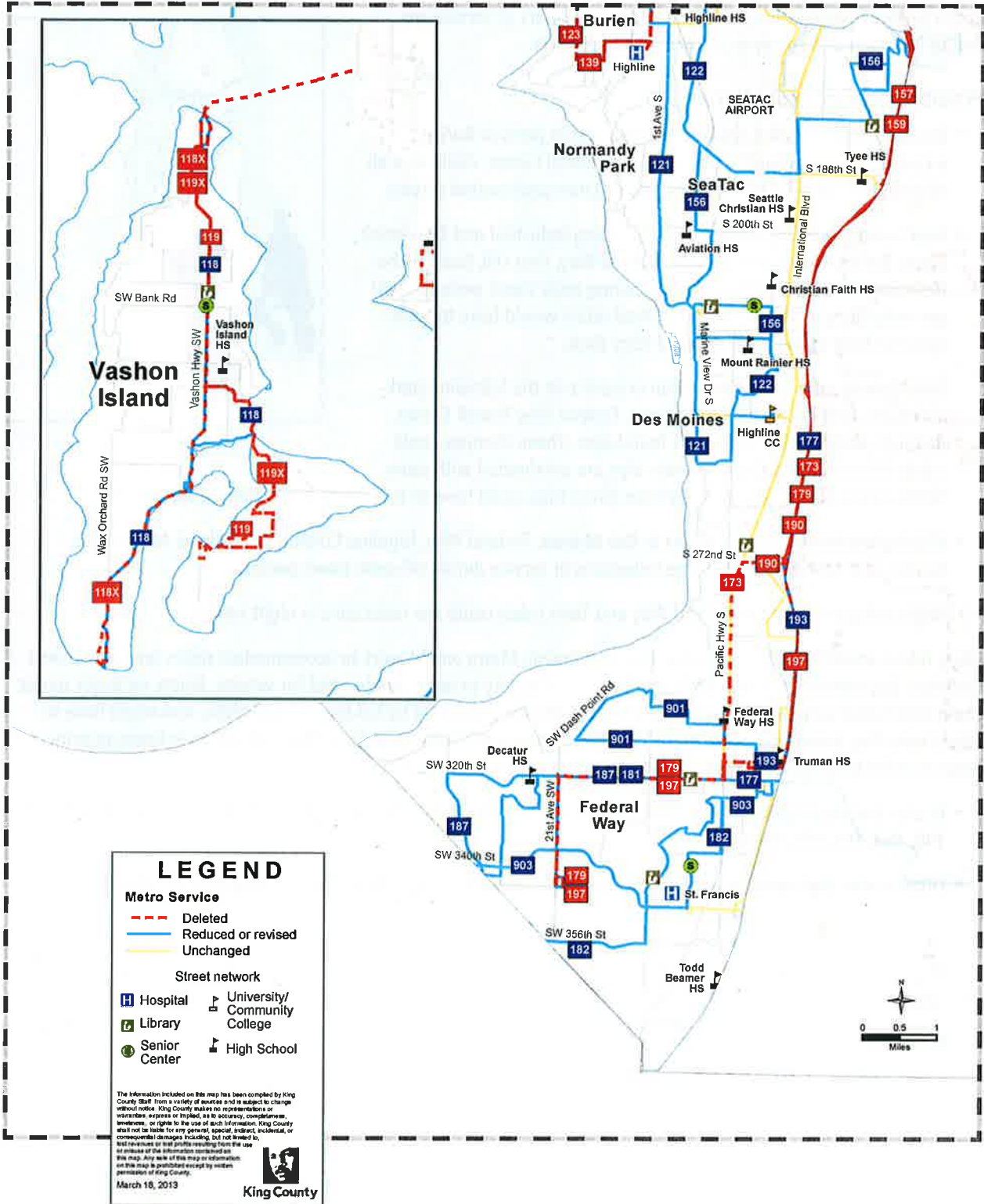
- Midday/weekend service—Riders in Des Moines, Federal Way, Highline Community College, Mirror Lake, SeaTac, and Twin Lakes could see reductions in service during off-peak travel periods.
- Night service—Riders in Federal Way and Twin Lakes could see reductions in night service.

Many riders would have to change the way they travel. Metro would work to accommodate riders on major transit corridors, but some trips would no longer have the capacity to meet the demand for service. Riders on major routes could experience very crowded buses. They could also be passed up by full buses more often, and might have to adjust how they travel as a result of the changes. Metro might have to make further reductions in lower-priority areas in order to provide adequate service levels on major transit corridors.

- Routes that could change: 118, 118X, 119, 119X, 121, 122, 123, 139, 156, 157, 159, 173, 177, 179, 181, 182, 187, 190, 193, 197, 901, 903.
- Other routes that could experience crowding and reliability issues: 140, 180, 183, RapidRide A Line.



Service reduction illustration: southwest King County



Service reduction illustration: southeast King County

In this illustration, bus trips and hours of service are reduced on about 20 routes in southeast King County.

Possible service reductions

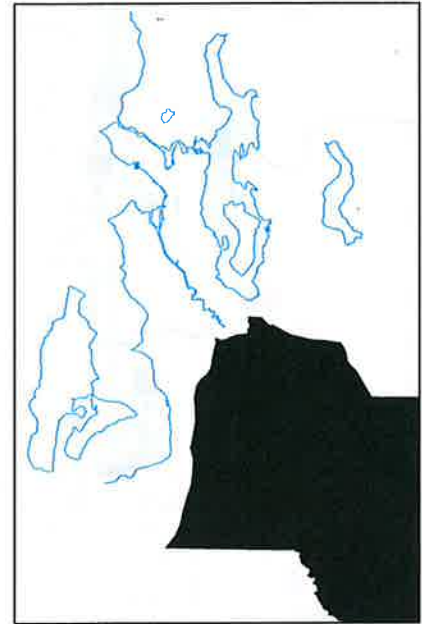
- All-day service—Parts of Algona, Auburn, Black Diamond, Covington, Enumclaw, and Kent could lose all service.
- Peak service—Riders traveling to Auburn, the Boeing industrial and Duwamish areas, downtown Seattle, Enumclaw, First Hill, Green River Community College, Kent, Renton, and the University District during peak periods could see a reduction in service.

Riders could see a loss or reduction in service at the following park-and-rides: Auburn, Auburn Station, Kent-Des Moines, Kent Station, Lake Meridian, and Lincoln/James. These changes could create crowded conditions as fewer trips are overloaded with more riders. Some riders who currently have direct trips could have to transfer to get to their destinations.

- Midday/weekend service—Riders in Auburn, Enumclaw, Fairwood, Kent, Maple Valley, and Renton could see reductions in service during off-peak travel periods.
- Night service—Auburn, Green River Community College, and Renton riders could see reductions in night service.

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- Routes that could change: 110, 148, 152, 154, 156, 157, 159, 161, 181, 186, 190, 192, 193X, 197, 280, 907, 910, 913, 914, 919.
- Other routes that could experience crowding and reliability issues: 140, 150, 164, 168, 180.



Service reduction illustration: southeast King County

