

Testimony to King County Council

May 13, 2014

My name is Will Knedlik and I am appearing tonight on behalf of Eastside Transit Riders United in order to request this Council to ensure development of fully sound funding for Metro Transit, as I did in appearing here on February 4, 2014 and repeatedly since in opposing Proposition 1.

At an absolute minimum, this means substantially reducing Metro's excessive operating expenses and rapidly ending **tax injustice** and **transit inequity** in discrimination against the suburbs today.

This is why **NO** service reduction whatsoever is necessary, since Metro is so grossly obese, as I have documented carefully as the county-designated spokesman for the committee appointed by you to draft an Opposition Statement for the Voters' Pamphlet against your \$1.5 billion tax grab.

The attached chart prepared by Sound Transit's management explains both why that regional transit agency has stopped purchasing over 50,000 hours of bus operations in this county from Metro and shifted those purchases to Pierce Transit, and also why *The Seattle Times* editorialized against Prop 1 time after time after time (namely, Metro's excessive charges of \$34.20 per hour).

Please note that this documentation of Metro's excessive costs was prepared by Sound Transit.

Simply put, County Executive Dow Constantine, Council Chair Larry Phillips and several other Council members serve on a regional agency that refuses to accept excessive Metro expenses, even though each of them urged county taxpayers to finance those wasteful costs through Prop 1.

The attached map indicates that suburban-and-rural taxpayers understand that when East King County pays 35 percent of Metro's expenses and receives 17 percent of its transit services, then the resulting subsidy to Seattle residents is the definition of **tax injustice** and of **transit inequity**.

Please note that the vote totals in suburban-and-rural districts suggest both that further transit-tax increases for buses in King County are unlikely to be approved until this discrimination is ended and also that those who represent those districts are likely to pay a price for any failure to do so.

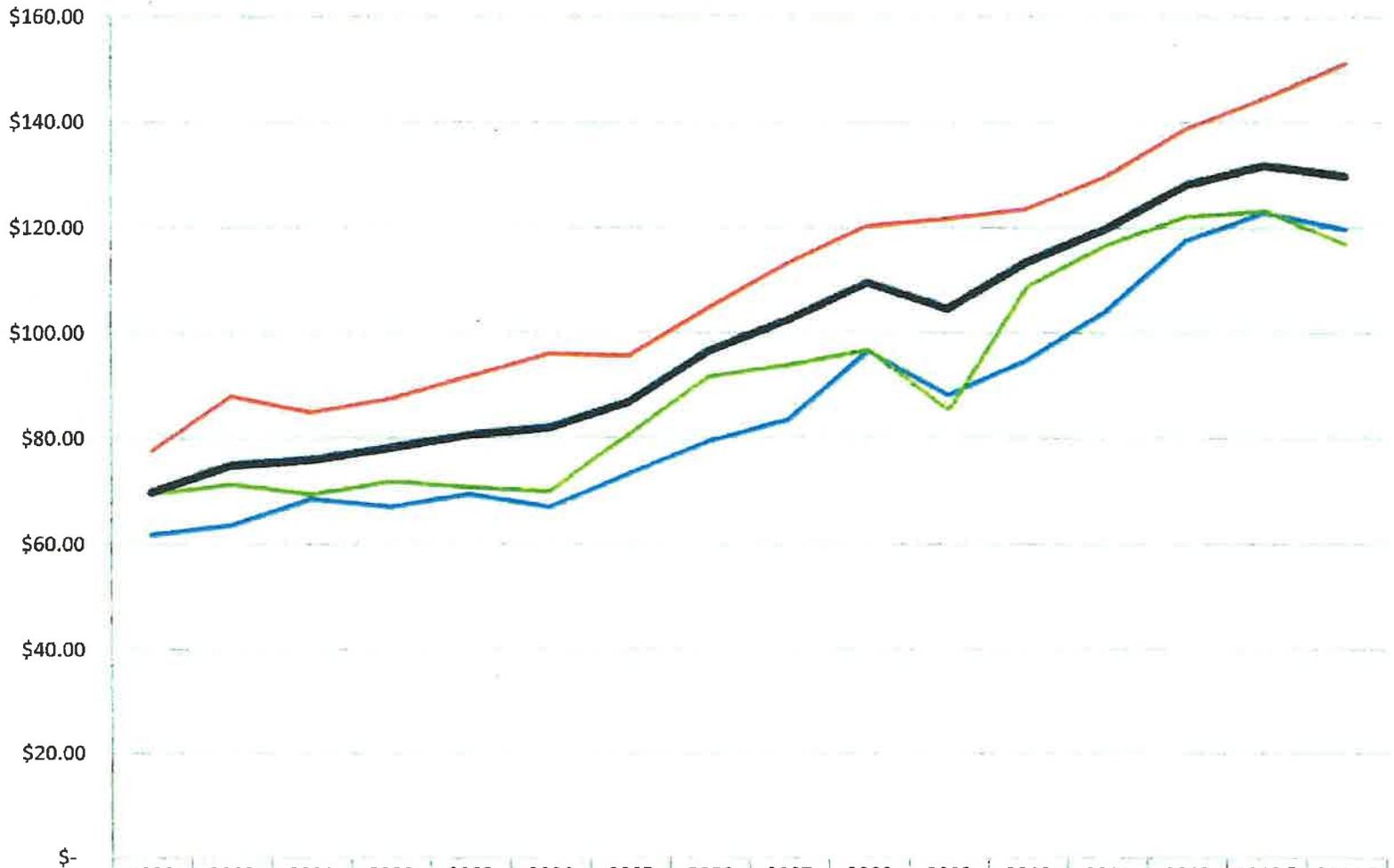
Executive Constantine and Mayor Ed Murray have each made crucial proposals following voters' eight-point beat down of Prop 1 – despite opponents being outspent by a margin of 100-to-1 according to Bob Gogerty's analysis – but hard choices that start with you could end some of you.

If you are genuinely unable to reduce Metro's excessive operating expenses, then you must give serious consideration to contracting with Pierce Transit (as Sound Transit has already done with approvals by several of you), or with the private sector (as Snohomish County now does), both with very substantial savings in each instance and both with Amalgamated Transit Union drivers.

What is unacceptable is an attempt to stonewall the two central lessons documented by Prop 1's rejection: that Metro's excessive operating expenses must be substantially reduced and that King County's intolerably discriminatory **tax injustice** and **transit inequity** must be completely ended.

wknedlik@aol.com

Comparative Cost per Platform Hour

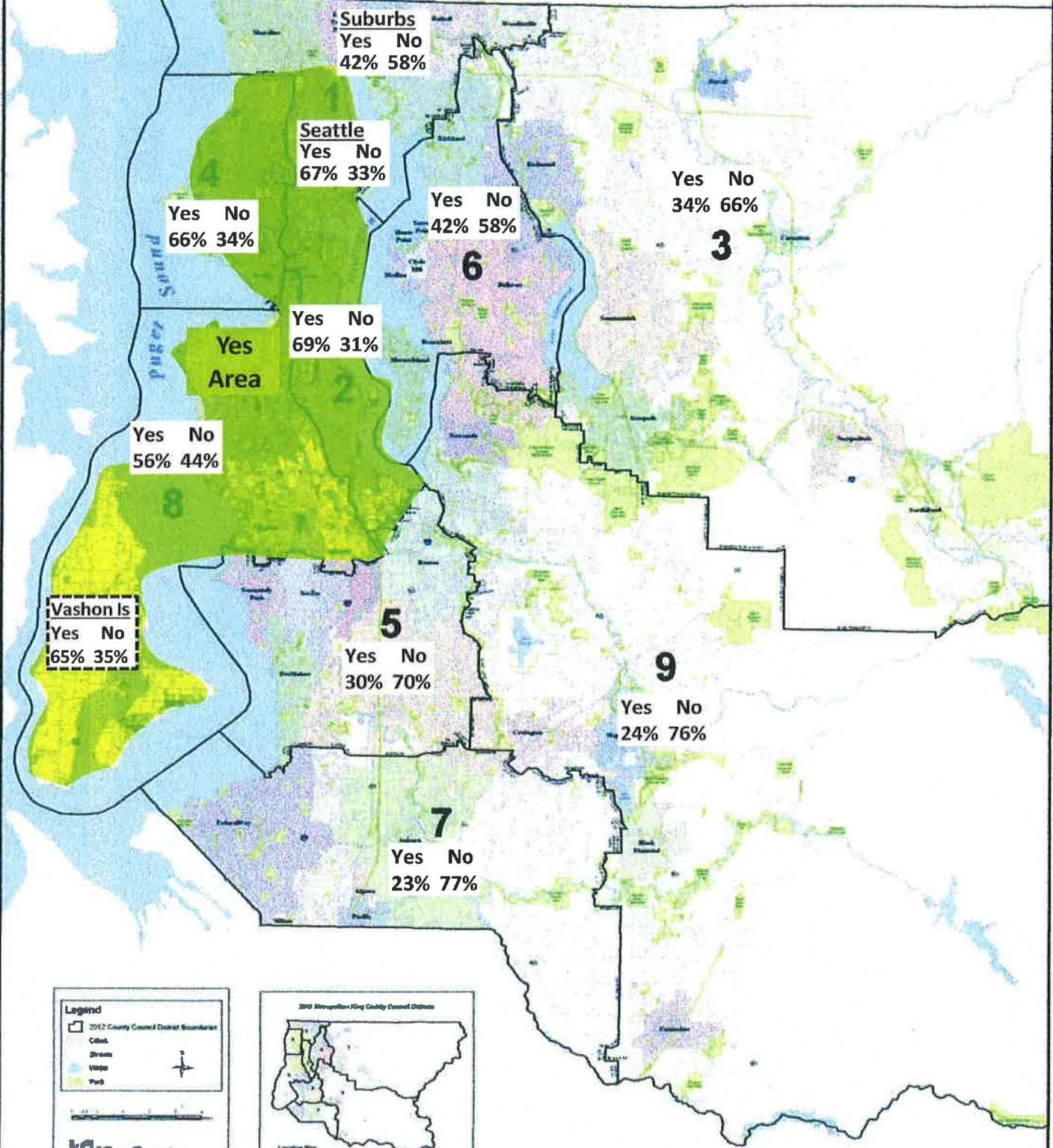


	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013 B	2014 B
CT	\$61.84	\$63.56	\$68.56	\$67.06	\$69.45	\$67.02	\$73.31	\$79.41	\$83.56	\$96.54	\$88.22	\$94.88	\$104.2	\$117.5	\$122.9	\$119.7
KCM	\$77.50	\$87.99	\$84.86	\$87.45	\$91.76	\$96.04	\$95.68	\$104.6	\$113.1	\$120.3	\$121.6	\$123.5	\$129.6	\$138.6	\$144.5	\$151.1
PT	\$69.46	\$71.35	\$69.44	\$71.87	\$70.79	\$70.00	\$80.85	\$91.78	\$94.03	\$96.85	\$85.32	\$108.9	\$116.7	\$122.3	\$123.3	\$116.9
System Average	\$69.91	\$74.95	\$75.95	\$78.21	\$80.70	\$82.02	\$86.95	\$96.59	\$102.4	\$109.5	\$104.6	\$113.4	\$119.8	\$128.1	\$131.9	\$129.9

SOURCE: Sound Transit's management presentation to its Citizen Oversight Panel on February 20, 2014

2012 Metropolitan King County Council Districts

Proposition 1 Final Results



Legend

- 2012 County Council District Boundaries
- City
- District
- Water
- Park

King County
 Prepared by: GIS Services
 Date: 11/15/2011



	Yes	No
Approx Seattle/Vashon Is	62%	38%
Approximate Suburbs	30%	70%
Overall	46%	54%

*Submitted by Paul Bell
@ TREE Mtg. of May 13th*



April 30, 2014

Dear King County Councilmember:

We are as disappointed as you are with the failure of King County Proposition 1, the transit and roads funding package. While we have faith that the Legislature will develop another plan to fund the valuable resource, we, the Presidents of 10 community and technical colleges in King County, are planning for the fall service cuts.

To that end, we are asking that you consider adding a priority area for higher education. It would be added to the existing "employer" category.

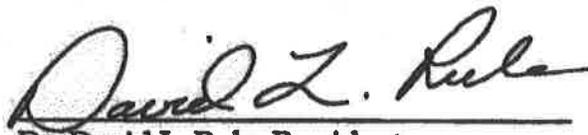
Combined, our institutions serve more than 87,000 students. For many of them, public transportation is the only means of reaching school. Who are these students? They are full-time and part-time. They are moms and dads who need retraining. They are young people who can't afford a four-year degree. They are people who need help with the basic math and English. They are new citizens. They are dedicated Washington citizens who lost jobs in the last recession. They are people who squeeze in retraining outside the traditional 8 a.m. to 5 p.m. hours, some going to class until 10 p.m. and starting as early as 6:30 a.m.

Most of all, they are Washington's future work force who believe that working hard is the path to success. We see it every day as we guide them along that path to success.

Unfortunately, many can't afford a car or gas. They take the bus to go from work to home to school and sometimes another community college. We would happily step in to buy back our bus service, but, as you know, our state funding was cut 40 percent between 2008 and 2012.

We are major employers in our communities, with more than 6000 faculty/staff of which nearly 3000 are part-time educators. Our faculty and staff do use Metro Transit, but we are most concerned about our students.

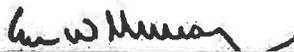
We do not envy your jobs right now. You must decide where to cut. We are asking that you consider our colleges as a priority in two categories: employer and higher education. We have always had your support as we serve up the next generation of workers. Please help us continue our mission.



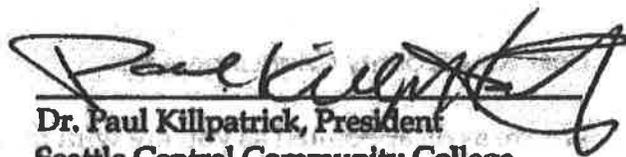
Dr. David L. Rule, President
Bellevue College



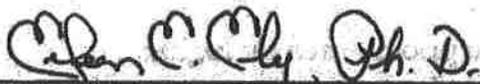
Dr. Jill Wakefield, Chancellor
Seattle Community College District



Dr. Eric Murray, President
Cascadia Community College



Dr. Paul Killpatrick, President
Seattle Central Community College



Dr. Bileen Ely, President
Green River Community College



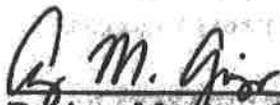
Dr. Mary Ellen O'Keeffe,
Interim President
North Seattle Community College



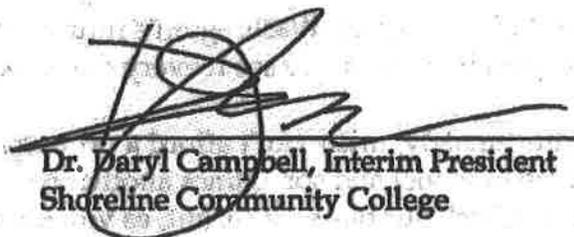
Dr. Jack Berningham, President
Highline Community College



Gary Oerli, President
South Seattle Community College



Dr. Amy Morrison Goings, President
Lake Washington Institute of
Technology



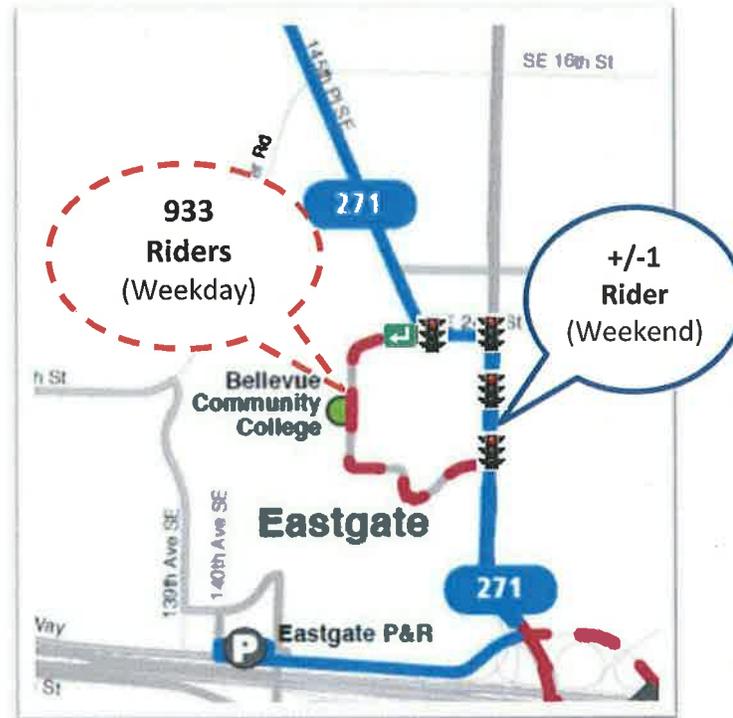
Dr. Daryl Campbell, Interim President
Shoreline Community College



Steve Hanson, President
Renton Technical College

METRO PROPOSES REMOVING PRIMARY BUS SERVICE TO BELLEVUE COLLEGE

Metro proposes cutting the most well used stop on the 271 second only to the transit center in the Bellevue leg.



2012 Data; 2013 City of Bellevue Transit Masterplan. *Within margin of error of ~48 http://www.bellevuewa.gov/pdf/Transportation/TNP2011-12Update_020513.pdf

- The reroute would put **vulnerable, evening and disabled students at risk**, forcing a long walk to transit service or lengthy transfer delay.
- There are **no real savings in distance or time** except fewer passengers boarding, it would **add congestion and delay to 148th for cars**.
- The Reroute would **reduce the routes productivity** score by moving service more than 1/3 of a mile away from more than 12,000 students and jobs and **hurt fare revenue** by making transit access unreasonable.

Remarks at Public Hearing on Proposed Metro Bus Cuts May 13, 2014-Union Station-Seattle, Washington State

One of the front page stories in a recent Sunday *Seattle Times* told how the Seattle school board planned to impose massive teacher layoffs in the Seattle Public Schools, claiming a budget shortfall of some \$4 million. This was halted when the incumbent president of the Seattle teachers union and some of his associates obtained copies of the Seattle Public Schools' Comprehensive Financial Report (or CAFR) -- as opposed to its budget document that listed only about 1/3 of its available funds -- and found over \$4 million unaccounted for in its accounts. The Seattle teachers' union then demanded that the school board use that money to fund teachers' salaries rather than school district investments basically funding the global banking cartel.

In like manner, the King County government has claimed in its budgetary documents that its Metro Transit System has a funding shortfall of approximately \$75 million, supposedly forcing it to make massive cuts in bus service to King County residents. Yet the King County government's 2012 Comprehensive Financial Report (CAFR) -- as opposed to its budget documents that list only about 1/3 of the county's actual financial assets -- states that King County in both its Agency and Investment Pools actually has some \$5.2 billion dollars being used through investments to benefit the US corporate government and its patron, the global banking cartel, rather than the people of King County. To put these figures in proper perspective, \$75 million – Metro Transit's alleged budget shortfall – is approximately 1.5% of King County's actual financial assets of \$5.2 billion.

Remarks at Public Hearing on Metro Transit Bus Cuts-5/13/14-Page 2

The King County government, like the Seattle school board, is thereby implicated in an ongoing massive financial fraud, which includes not only misrepresentation of their financial holdings, but extortion, in the form of demands for ever-higher taxation of the people as the price for ongoing corruption of the supposed servants of the people, their local governmental bodies and officials.

This is a reflection of the little-known but well-proven fact that the United States of America is not democracy, not a republic, but a plutocracy whose government at all levels has been subverted into being private, for-profit corporations masquerading as government, all of which are controlled by the global banking cartel. Both the Seattle City Schools and the King County government and its Metro Transit division are privately held, for-profit corporations controlled by the global banking cartel through its private, for-profit Federal Reserve central banking system. The only government of, by and for the people that presently exists in our country is for the people who comprise the globalist 1%.

The problem, therefore, is not that America's governmental bodies are unaccountably out of money, but that there is too much unaccountable money in America's subverted, corporatized governmental bodies and their public officials. And until this underlying problem is acknowledged and effectively dealt with by the people of King County and the American people in general, there will be too little power to the people for them to ever save their county or their country.

Rebecca Em Campbell
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Seattle, WA 98101-1550
rebeccaphb@yahoo.com
(206) 926-3962

Sirs,

5/5/14

In regard to the proposed elimination of the shuttle #47 on Capitol Hill, I plead for the continuation of this route.

I am among many on Bellevue Avenue who are disabled and unable to walk to other routes. The loss of #47 affects my ability to retain employment as this bus is literally a life line for survival.

This area is rapidly developing construction of apartment buildings and anticipates a greater need for reliable bus service on this route, not less.

The question is why this much needed service must be sacrificed, when other routes are more than adequately served.

Viewing the actual impact on persons relying on route #47, those of us who are disabled need it most, yet we are being thrown under the bus.

Please reconsider this elimination proposal.

Sincerely,
Linda Papaso
(206) 322-7922

Testimony of Chris Stearns

CUTS TO BUS ROUTE #33 WILL HURT THE NATIVE COMMUNITY



My name is Chris Stearns. I am a member of the Navajo Nation and I am testifying in strong opposition to the County's proposed revision of Metro Route #33.

The proposed revision would eliminate service to Seattle's Daybreak Star Indian Cultural Center.

There is no question that the County's action will disproportionately impact Native Americans.

The question is whether this will rise to a violation of Title VI of the Civil Rights Act.

Title VI provides that: "No person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The U.S. Transportation Department's Title VI implementing regulations prohibit both intentional racial discrimination and disparate impact racial discrimination.

King County Title VI Policy Statement provides that, "King County further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not." In its 2013 Title VI Program Report, King County wrote, "Metro and its parent government body, King County, have a deep and long-standing commitment to the principles embodied in Title VI of the Civil Rights Act of 1964."

The cuts to service to Daybreak Star contradict this commitment.

The cuts will have a negative, disproportionate, discriminatory effect on Metro's Native American riders to Daybreak Start who are largely transit-dependent riders, and will cause

Testimony of Pamela Masterman Stearns

CUTS TO BUS ROUTE #33 WILL HURT THE NATIVE COMMUNITY



My name is Pamela Masterman Stearns. I am a member of the Tlingit Tribe and I am testifying in strong opposition to the County's proposed revision of Metro Route #33.

The proposed revision would eliminate the current service to the heart of Seattle's Indian Community – the Daybreak Star Indian Cultural Center.

Daybreak Star is an important part of the Native American community and provides education, training, family assistance, and jobs assistance. The Center also provides an extremely important cultural and spiritual center where individuals, families, and tribes can gather to hold ceremonies, memorial services, traditional dances and drumming, and storytelling.

The County's decision cuts a public program that provides access to important services that serve Native American children, families, and elders. The County's decision also ignores the fact that the percentage of bus riders going to Daybreak Star are overwhelmingly Native American. Thus, the effect of the cuts will fall disproportionately on Native Americans.

The County's decision will increase the inequality already pervasive in the County between the haves and the have-nots. The elimination of the bus Route to Daybreak Star hurts Native American families who are among the most economically disadvantaged in the City, the County and the State.

Let there be no mistake – the elimination of the Daybreak Star route will widen racial inequality in the County and most likely violate our civil rights.