



Legislation Text

File #: 2014-0169, **Version:** 1

Clerk 04/25/2014

AN ORDINANCE adopting public transportation service reductions in September 2014, February 2015, June 2015 and September 2015 scheduled service changes.

STATEMENT OF FACTS:

1. Transit division ("Metro") service is funded mainly by sales tax, and due to the inherently unstable and variable nature of that funding source, the amount of operating funds available from that source varies with the health of the economy. The economic downturn that started in 2008 and resultant decline in sales tax revenues caused a projected shortfall in Metro's operating funds of about \$1.2 billion for the years 2009 through 2015.
2. Since 2009, Metro has undertaken a series of actions to address the revenue shortfall, including increasing system-wide operating efficiencies, use of one-time reserve funds, and generation of new revenue, resulting in approximately \$800 million in cost savings and additional resources and closing the financial gap by approximately \$148 million annually. Although the worst of the recession has passed and sales tax revenue is currently on an uptick, the economy has not recovered enough to generate the sustained sales tax revenues needed to close this financial gap.
2. A temporary funding source, the congestion reduction charge, was authorized by the state Legislature and approved by the county council in 2011, through Ordinance 17169. The intent of this legislation was to help address transit revenue shortfalls during the economic downturn

and allow King County Metro to continue reducing congestion on some of the state's most crowded highways.

3. With the imminent expiration of the temporary congestion reduction charge in June 2014 and the prior drawdown of its reserve funds, Metro faces a significant annual shortfall equaling approximately 550,000 annual hours of transit service.

4. To close the annual budget gap, Metro is proposing to reduce 550,000 annual hours of transit service over the course of four service changes: September 2014, February 2015, June 2015 and September 2015.

5. The proposed reductions to Metro's fixed route transit network include bus service changes that affect all jurisdictions within King County, as well as portions of unincorporated King County.

6. The proposed service reductions are consistent with the policy direction and priorities adopted on August 30, 2013, in the Updates to the Strategic Plan for Public Transportation 2011-2021 and associated King County Metro Service Guidelines under Ordinance 17641.

7. Metro conducted required public outreach and Title VI service equity analysis in accordance with applicable federal regulations and King County code and policy.

8. The proposed service reductions are within the adopted 2013-2014 service hour budget and are consistent with the most currently available sales tax revenue forecasts established by the King County office of economic and financial analysis.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The September 2014 public transportation service changes for King County, substantially as described in Attachment A to this ordinance, are hereby approved and shall be implemented beginning September 27, 2014.

SECTION 2. The February 2015 public transportation service changes for King County, substantially

as described in Attachment B to this ordinance, are hereby approved and shall be implemented beginning February 14, 2015.

SECTION 3. The June 2015 public transportation service changes for King County, substantially as described in Attachment C to this ordinance, are hereby approved and shall be implemented beginning June 6, 2015.

SECTION 4. The September 2015 public transportation service changes for King County, substantially as described in Attachment D to this ordinance, are hereby approved and shall be implemented beginning September 26, 2015.