

## **Resolution in support of a Funding Mechanism to Protect Transit Service in King County**

**Whereas** people throughout King County rely on bus service every day to get to school or work, or to make hospital visits; and

**Whereas** an affordable means of transportation is more important than ever in a recession such as the present one; and

**Whereas**, without additional revenues, significant cuts in transit service will be required in all parts of King County as early as this fall; and

**Whereas** in the past two years Metro has transformed its transit operations, achieving new scheduling efficiencies that preserved 125,000 hours of service; making non-service-related cuts including the elimination of more than 100 staff positions; reducing the least-productive service by 75,000 hours; deferring planned service expansion; reducing operating reserves and tapping fleet-replacement reserves; and reducing its capital program; and

**Whereas** transit riders have shared the pain and continue to do so, in that Metro has raised fares four times since 2007, involving an overall increase of 80%; and

**Whereas** King County employees have accepted salary and wage freezes, coupled with cost-of-living raise givebacks and other concessions which have reduced Metro's labor costs by up to \$17 million per year; and

**Whereas**, despite reforms and efficiencies as outlined above, King County Metro still faces weak sales tax revenues and a shortfall of funding equivalent to 600,000 annual service hours – the equivalent of cutting either all transit service in East King County or all weekend bus service; and

**Whereas** transit service in King County is critical to our ability to recover from this recession and get the economy back on track; and

**Whereas** King County has unanimously adopted, as part of its state legislative agenda, the empowerment of local agencies to enact a congestion-reduction charge to fund the operational and capital needs of transit agencies, and has lobbied the State Legislature to provide such authority; and

**Whereas** the Legislature has responded by passing SB 5457, which authorizes localities to assess a congestion-reduction charge of \$20 per vehicle per year and would raise an estimated \$50 million for transit in King County, and is now bound for the Governor's desk;

**Now, therefore, be it resolved** that we urge the King County Council, upon the Governor's signing SB 5457, to pass a short-term, local-option congestion fee to preserve and protect transit service in this county.

*Adopted* \_\_\_\_\_ *by* \_\_\_\_\_