

# **Comprehensive Transit Plan Components**

## ***Efficiency***

### Fully Implement Audit Findings

- ✓ Phased expenditure of the \$105 million Fleet Replacement Fund reserve.
- ✓ Stop contributions to the Fleet Replacement Fund.
- ✓ Implement findings to be released September 1.

### Eliminate Middle Management and Reduce Non-essential Services

- ✓ Achieve on-going savings from reducing Metro funds to the DOT Director's office.
- ✓ Reduce discretionary services such as bus washing and marketing by 15% or \$9 million per year.

## ***Policy Changes***

### Recalculate Ride Free Zone Charges

- ✓ More than 10 million people use the ride free area every year. The City of Seattle pays only \$400,000 for this benefit.
- ✓ Charging a reasonable rate for this service would add revenue needed to reduce Metro's deficit.

### Transit Now Should Live Within Its Means

- ✓ The one tenth of one percent sales tax collected for Transit Now no longer raises the \$58 million per year anticipated in the plan.
- ✓ Transit Now would be implemented using only the revenue collected, which is now anticipated to be \$46 million per year.
- ✓ This would reduce total Transit Now service from 590,000 hours to \$420,000 hours over the remaining seven years of the plan.

## ***New Revenue***

### Ferry District Property Tax Swap

- ✓ Eliminate the Lake Washington Demonstration Routes, freeing up 3.5 cents (per \$1,000 of assessed valuation) or \$13 million per year.
- ✓ The Council would reprioritize a 3.5 cent (per \$1,000 of assessed valuation) property tax with the first 1 cent going to 520 bus service as prescribed by state law.
- ✓ There would be no net increase in taxes.

### Increased Fares

- ✓ Metro bus riders should help to save their service.
- ✓ The Council would increase fares by \$0.25 cents per year for the next four years, which would generate \$100 million by 2013.

## ***Service Cuts***

- ✓ This plan would reduce projected service cuts from 20% of the overall system to 4-6%.