

Why are you going forward in April?

There are three reasons why we want to move forward in April to save our bus service and fix our roads. First, it's the only election in 2014 that will get revenue in the door this year – that's critical so that we can avoid cuts to service. Second, we've been working for the last year to pass a state transportation package and while that hasn't happened, we have built a lot of momentum with our partners that we don't want to lose by waiting until the fall. And finally, our polling shows us that we can win.

Can't Metro fix its shortfall through belt-tightening?

King County Metro has gone through an elaborate multiyear process to save money and keep our buses running. By implementing audit recommendations, reducing employee benefits, reorganizing service to increase productivity, and other efficiencies, the agency has managed to save resources and keep our buses running. Now the only choice is to cut vital service or pass this measure in April.

Why can't we raise fares enough to cover the costs of Metro?

Along with this measure there is a 25 cent fare increase proposed. Since 2007, fares have doubled. If we raise fares anymore, the cost of riding the bus will be out of reach for too many of our neighbors, seniors, and working families, meaning more people will drive their cars on our already clogged roads – or simply not have a way to get around. We all need to pay our share to take care of the infrastructure we all rely on.

Is there another tax we could use instead?

We have tried for six years to get the state to give us a more progressive tax – and Olympia has failed us. Now the only choice we have is to let our bus service be cut or stop the cut through this measure. It's unacceptable to cut our bus service so we're supporting a Transportation Benefit District in April along with important measures to help make sure that we can address the rising cost of living and transportation in our county for our lowest income neighbors.

What will this money be spent on?

Sixty percent of this measure will fund Metro, closing the gap so that we don't have to cut our bus service. The rest of the funds will be split per-capita for our cities' and county's transportation needs: fixing and maintaining roads, bridges and other investments to make it safer and easier to get around. For example, King County estimates that annually, Seattle will have \$16.5 million, Redmond \$1.4 million, Bellevue \$3.4 million, and Federal Way \$2.3 million for transportation priorities in their communities.

How will this impact the negotiations for a state transportation package?

We are committed to passing a statewide transportation package to fund critical improvements like SR 520 and SR 167, growing our transit system, and more adequately addressing our growing backlog of maintenance for rural roads and bridges. Unfortunately the state has not stepped up to pass a much-needed transportation package. We're hoping that by moving forward with our efforts, we can help to reset the conversation in Olympia and inject a renewed sense of urgency.

What happens if we vote no?

If the measure fails, King County Metro will begin the steps to cut up to 17% of our bus service starting as early as June. These cuts will eliminate up to 74 bus routes and reduce or revise service on another 107 routes, affecting 80% of today's bus riders and putting up to 30,000 cars back on our already clogged streets. If the measure passes, Metro will not need to move forward with the proposed service cuts or restructuring.

Isn't the economy recovering - why does Metro still need new revenue?

Sales tax revenue is now projected to be modestly above Metro's budget assumptions. This is good news. But it's not enough to make up for the \$1.2 billion funding gap created by the recession. Through efficiencies, contract negotiations, spending down reserves, and raising fares, King County has done everything it can to keep our buses running. Now our only choice is to cut our bus service, neglect our roads, and put 30,000 cars back on our streets OR pass this measure in April to keep our economy moving forward.

VOTE YES
ON
PROP. 1!



REGISTER to
VOTE by
MARCH 24th.

Our local roads and Metro buses are critical pieces of our region's economy and quality of life. With 400,000 daily rides, Metro takes cars off our streets and gives people important transportation options.

But without action, we face significant reductions to bus service and roads and bridges that will continue to deteriorate. Thousands of our neighbors will lose bus service – overcrowding remaining routes and clogging already congested roads and highways. The backlog of local street improvements will continue to grow. And our recovering economy will be stalled.

The following routes could be eliminated:

4, 5x, 7x, 19, 21, 22, 25, 26, 27, 28, 30, 31, 37, 47, 48x, 57, 61, 62, 66x, 67, 68, 72, 82, 83, 84, 99, 110, 113, 139, 152, 154, 158, 159, 161, 167, 173, 178, 179, 190, 192, 200, 201, 202, 203, 205x, 209, 210, 211x, 213, 215, 217, 237, 238, 242, 243, 244x, 250, 260, 265, 277, 280, 304, 306x, 308, 901DART, 908DART, 909DART, 910DART, 913DART, 916DART, 919DART, 927DART, 930DART, 935DART

The following routes could be reduced or revised:

C line, D line, 1, 2, 3, 5, 7, 8, 9x, 11, 12, 13, 14, 16, 17x, 18x, 21x, 24, 26x, 28x, 29, 32, 33, 36, 40, 41, 43, 44, 49, 50, 55, 56x, 60, 64x, 65, 70, 71, 73, 98, 105, 106, 107, 111, 114, 116x, 118x, 118, 119x, 119, 120, 121, 122, 123, 124, 125, 128, 131, 132, 143x, 148, 150, 156, 157, 164, 168, 177, 180, 181, 182, 186, 187, 193x, 197, 204, 208, 212, 214, 221, 226, 232, 234, 235, 236, 240, 241, 245, 248, 249, 252, 255, 257, 269, 271, 311, 331, 342, 346, 348, 355x, 358x, 372x, 903DART, 907DART, 914DART, 915DART, 917DART, 931DART

We've got to stop these cuts and keep King County moving.

The Move King County Now campaign is a broad coalition of community, business, labor, environment, freight, education, health, and social justice leaders working together to preserve transit service, fix our roads, and protect our economy and quality of life. Leaders include King County Labor Council, Downtown Seattle Association, Transportation Choices Coalition, OneAmerica, Fuse Washington, and mayors from across the county.

We are supporting a measure, to be voted on in the Special Election on April 22nd, to save our bus service and fix our roads.

This measure would create a Transportation Benefit District with a \$60 license fee and a 0.1% sales tax increase, which would cost the average King County household \$11 each month. Through a new reduced fare for low income bus riders and a license-fee rebate for low income car owners, we'll make sure we keep transportation costs affordable.

Join us to save Metro and Move King County Now!