

# Transit Riders Delegation

Steps toward affordable transit for all

Transit Riders Union - April 22, 2015



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## Table of Contents

Campaign Statement.....	3
Endorsing Organizations.....	4
What are we asking for?.....	6
➤ Background: Rising Fares, Rising Hardship.....	8
➤ Roll Back the Fare Increases.....	9
➤ Free Transit for Low-Income Senior & Disabled Riders...	10
➤ Free Transit for Disabled or Low-Income Veterans.....	11
➤ Free Transit for Low-Income Youth.....	12
➤ Free Transit for All Public School Students.....	13
➤ Affordable Transit for College Students.....	14
➤ Keep the Access Program Affordable.....	15
➤ Low-Income Fare on all Sound Transit Services.....	15
➤ Commit to Lowering Fares.....	16
➤ Businesses Should Contribute.....	17
➤ More Progressive Transit Funding.....	18
Appendix: Written Testimony from Transit Riders & Organizations	

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## Affordable Transit Campaign Statement

*We, the undersigned organizations and individuals, urge the King County Council to roll back the March 1st Metro fare increases and to continue working to make public transit affordable for all.*

*With this fare increase, standard off-peak fares on King County Metro buses have doubled since 2008, from \$1.25 to \$2.50. King County Metro now has among the highest fares in the nation.*

*We appreciate the Council's and Metro's work to implement the new ORCA LIFT program, with a reduced fare of \$1.50 for low income riders. This is a great step in the right direction. However, we still have a long way to go. \$1.50 is higher than the standard fare was less than ten years ago. Since then, costs of living and especially rents in Seattle and King County have skyrocketed, while incomes have stagnated. Working and poor residents of King County are struggling in a polarized economy, and bold action needs to be taken.*

*The fare increases are especially burdensome to low-income senior and disabled riders with fixed incomes, who just saw their monthly pass cost increase from \$27 to \$36. Since the elimination of the Annual Pass in 2011, yearly costs for transit-dependent senior and disabled riders have increased more than fourfold, from \$99 to \$432. Fares for Access riders, some of the most vulnerable members of our community, are going up by fifty cents, and youth fares are jumping from \$1.25 to \$1.50. How many more low income students will miss school or activities because their cost-burdened families can't afford to get them there and back every day? How many more senior and disabled citizens will find themselves stuck at home, their mobility and freedom curtailed? How many caretakers will reduce their visits to those they care for because they can't afford the bus fares?*

*If King County Metro needs a model, there's one not far away. As of March 1, 2015, San Francisco's Muni transit system offers free passes to all low- and moderate-income seniors, youth and people with disabilities. We believe that King County should follow this example, rather than raising fares further for all these riders. We believe that free transit passes should also be available to all public school students in King County.*

*We also urge the Council to roll back the standard adult fare increase. Raising fares leads to reductions in ridership. An increase of 10%, such as the peak fare increase from \$2.50 to \$2.75, can be expected to lead to ridership reductions of around 4%. Climate change is accelerating. Gridlock is already at unacceptable levels. We believe that King County Metro should be doing everything possible to increase, not decrease, the use of public transit.*

*Finally we urge the Councilmembers to ensure that affordability is a high priority in Metro's new long-range plan, to use all available progressive funding options, and to energetically lobby the state legislature for new progressive funding options.*

*Public transit is a public good, not a business. Let's make riding the bus affordable for all.*



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## Endorsing Organizations

AFSCME/ WFSE Local 1488

ATU Local 587

CWA Local 7800

El Centro de la Raza

IBEW Local 46

Musicians' Association of Seattle, AFM Local 76-493

Nickelsville

Physicians for a National Health Program — Western Washington (PNHPWW)

Pioneer Human Services

Puget Sound Advocates for Retirement Action (PSARA)

Real Change

Rising Tide Seattle

ROOTS (Rising Out Of The Shadows)

SAFE (Standing Against Foreclosure and Eviction)

Seattle Central Associated Student Council

Seattle Housing and Resource Effort (SHARE)

Seattle Mennonite Church

SEIU Healthcare 1199 NW

SEIU Local 6

SEIU Local 6 Active Retirees

SEIU Local 925 Retirees

Social Equality Educators (SEE)

St. Vincent de Paul, Seattle/King County

Teamsters 117

Teen Feed

Tenants Union of Washington State

Transit Riders Union

UFCW Local 21

Veterans for Peace Chapter 92

Washington CAN (Community Action Network)

Women's Housing Enhancement and Empowerment League (WHEEL)

Working Washington

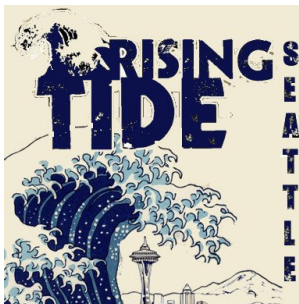
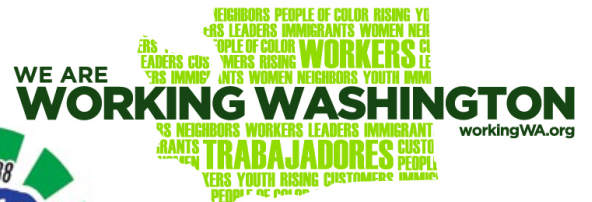
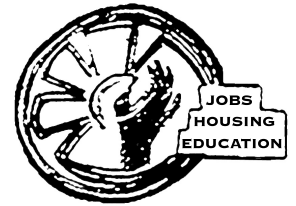
Year Up Puget Sound



**REAL  
CHANGE**







## What are we asking for?

For people who don't have the option to drive, affordable and reliable public transit can mean the difference between getting and keeping a job, or staying unemployed; between being able to reach home without fear, or walking through unsafe areas late at night; between enjoying the full social and cultural life that Seattle and King County have to offer, or being stuck at home alone with only the television or computer screen for company.

For people who do have the option to drive, affordable and reliable public transit means a viable alternative to getting in the car every day, one that eases congestion on our overcrowded roads and reduces carbon emissions that are endangering our collective future.

We appreciate all the work our King County elected representatives have done to prevent Metro service cuts and to implement the new ORCA LIFT reduced fare program for low-income riders. ORCA LIFT is an excellent program and a great step toward making public transit affordable for all.



But we're not there yet. Recall that the basic adult bus fare was \$1.25, less than the new low-income fare, until the Great Recession began in 2008. For many of us, that recession has not ended. Thousands of King County transit riders are still struggling to afford the cost of bus fare — especially since the most recent fare increases on March 1st. More money spent on transportation means less left for other essentials, as well as less money re-entering and supporting the local economy.

*"The ORCA Lift card has been a godsend for me. I was paying cash, ride by ride, since I couldn't afford a monthly pass. I commute to work every day, often 6 days a week, and I was spending far more than the \$54 I now pay monthly, just because I couldn't afford to pay all at once."*

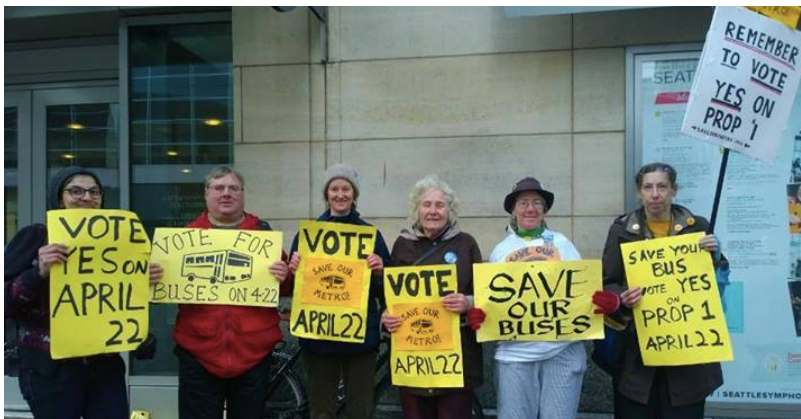
*— Andrea, King County District 8*

In this report we present a number of affordable transit goals for King County. These are steps that will get us closer to a public transit system that is truly affordable for all. We believe that working towards these goals is entirely consonant with and will help to realize King County's Vision and Strategic Plan:

- ❖ **Justice and Safety.** Support safe communities and accessible justice systems for all.
- ❖ **Health and Human Potential.** Provide equitable opportunities for all individuals to realize their full potential.
- ❖ **Economic Growth and Built Environment.** Encourage a growing and diverse King County economy and vibrant, thriving and sustainable communities.
- ❖ **Environmental Sustainability.** Safeguard and enhance King County's natural resources and environment.

The bottom line? Mobility should be a human right. Seattle is one of the richest cities in the U.S., and King County is home to numerous wealthy corporations. The people who live and work in this city and this county should not have to accept high fares, overcrowded buses, unreliable and inadequate service. The Transit Riders Union is committed to organizing and fighting for a massive expansion of affordable public transit in King County and beyond, to improve our quality of life as well as to reduce carbon emissions and stop climate change. We hope our elected representatives on the King County Council will work with us to achieve this end.

We recognize the systemic funding challenges that King County and Metro face, and we understand that the affordable transit goals described in this report will cost money. Some of the things we are asking for will not cost all that much, however, and we hope that they can be achieved without significant new revenue sources.



We want to make it very clear that we are opposed to service cuts, and we do not want to see these affordable transit goals realized at the expense of service hours; in fact we want to see Metro service hours that were cut in September 2014 restored, and service expanded throughout the county.

We also support our hardworking Metro operators and mechanics, and we will not accept them being pressured into concessions on their wages or working conditions; in fact we want to see drivers' schedules improved so that all drivers have adequate breaks and time to use the bathroom.

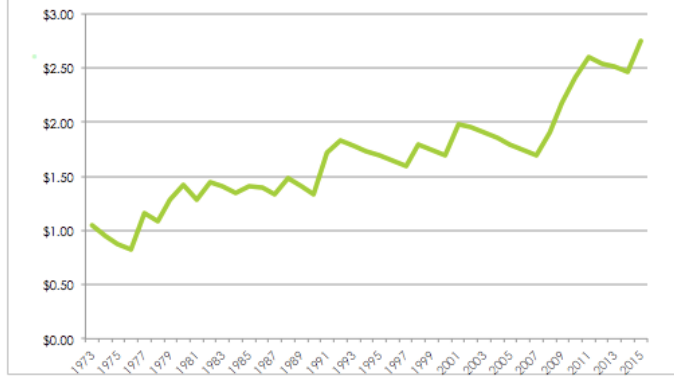
So, we are asking our County Councilmembers to make the affordable transit goals outlined herein a high priority, doing whatever Metro and the County's existing budget allows without cutting service and without penalizing transit workers — and, most of all, to focus on raising new progressive revenue for public transit, by using the authority King County already has and by energetically pushing state legislators to invest in public transit infrastructure, contribute funding to transit operations, and approve new progressive local funding options for transit.





## Background: Rising Fares, Rising Hardship

**The Rising Cost of Riding the Bus:  
Peak Metro Fares from 1973 – today**  
(adjusted for inflation to 2015 dollars)



Let's begin at the beginning. Bus fares have been rising steadily since 1973, when King County Metro was created. Back then a bus ride cost \$0.20. Adjusted for inflation, that's just \$1.00 in today's dollars.

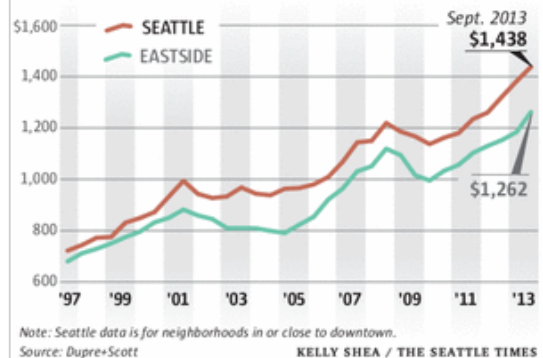
It would be one thing if the standard of living of working and poor people had been improving since then. Instead, we face ever more precarious living conditions and an insecure future. The past

fifty years have been marked by income stagnation for most Americans, while living costs keep rising. Especially over the past fifteen or twenty years, Seattle and King County residents have seen their rent and housing costs skyrocket.

Public transit is one of the more flexible costs in many transit riders' budgets. When you're strapped for cash, an obvious choice is to limit your bus rides, or to walk when riding the bus would be a much safer option. Raising

### Rents rising

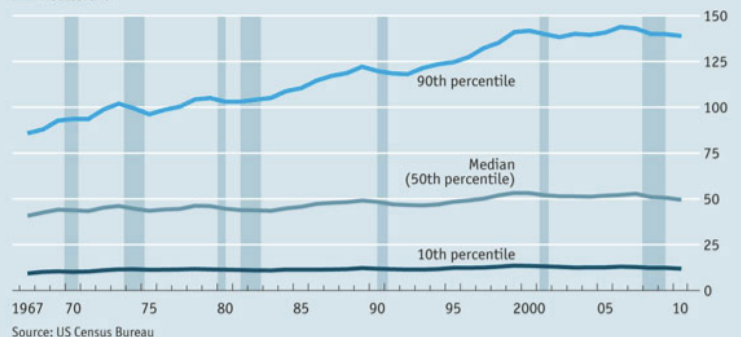
New apartment construction and high demand for housing keeps pushing overall rents higher. This chart shows the average one-bedroom rent for properties with 20 or more units.



### US household income

\$'000 (2010 dollars)

Recessions



fares directly decreases mobility and creates dangerous choices for the thousands of low-income, no-income and fixed-income riders who have to count their dollars and even their quarters to make it through each month.

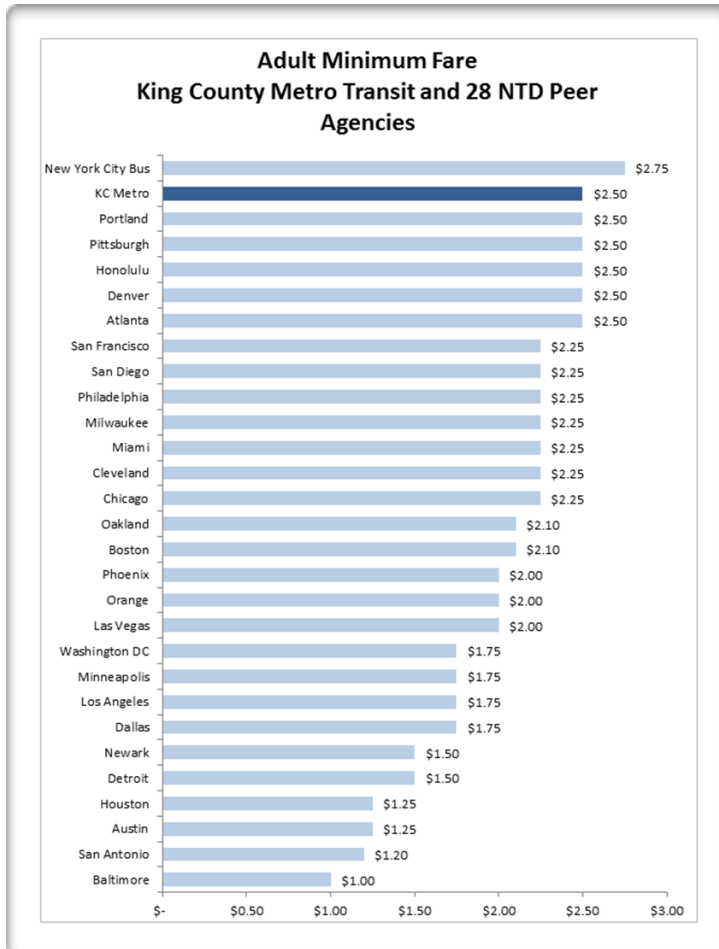
## Roll Back the Fare Increases

King County Metro raised fares four times in rapid succession during the Great Recession. Transit agencies around the country struggled with funding crises and also raised fares, but ours rose significantly faster than the national average. With the recent fare

increases on March 1, 2015, King County Metro is now second only to New York City for the highest basic adult bus fares in the nation.

When fares go up, people ride the bus less. The American Public Transit Association (APTA) estimates that a 10% increase in fares leads to a reduction in ridership of around 4%.

Every day, car-owners make choices between getting in their cars and getting on the bus or light rail. Those choices are influenced by cost as well as



convenience. When two bus fares cost significantly more than a gallon of gas, or even paid parking in many neighborhoods, the balance tips toward driving. Many low-income car-owners care about climate change and would gladly take a little longer to get from A to B on the bus if they could afford to.

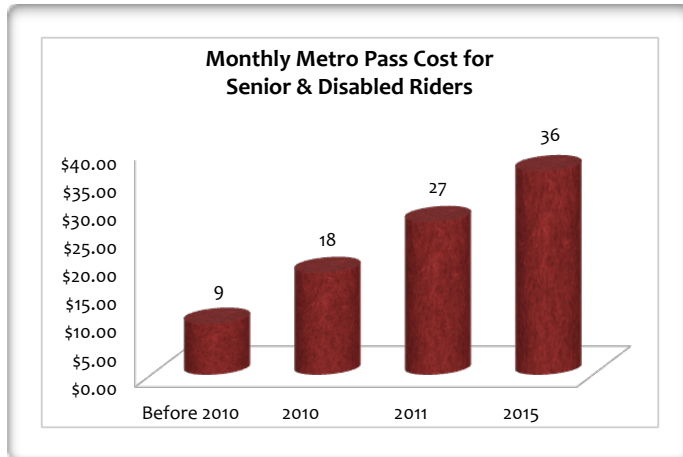
Transportation fuels account for nearly half of Washington State's greenhouse gas emissions. Seattle was recently rated the 5th most traffic-congested city in the U.S. Our roads and our planet can't handle more cars on the road. We should be rewarding people for taking the bus, not making it more expensive!

*"If I need to go to the UW campus for a meeting from my house at 75th & Sand Point Way (which I often do), it costs the same to park my car as to take the bus both ways. Sometimes it is just more convenient to take the car, but if the fare was cheaper, I would keep the iron horse off the road and diminish the CO2!"*

— Doug Nielson  
King County District 1

## Free Transit for Low-Income Senior and Disabled Riders

On March 1st, San Francisco's Muni bus system introduced a free pass for low and moderate income senior and disabled riders. On the same day, King County Metro raised the senior and disabled fare from \$0.75 to \$1.00, an increase of 33%.



Until 2010, senior and disabled riders of King County Metro could purchase an annual bus pass for just \$99. In 2011 this pass was discontinued. As of March 1st, 2015, a monthly transit pass for senior and disabled riders costs \$36 — that adds up to \$432 per year. For low-income riders on a fixed income, a fourfold increase in transportation costs is a huge burden. Let's do the right thing and let low income seniors and people with disabilities to ride for free.

*"When I heard the fares were being increased from \$27 a month to \$36, I was honestly scared and very upset. That meant my already tight budget was getting tighter. I am a woman with a disability and live on SSDI, a fixed and very limited source of income. Being on SSDI means I am currently unable to work a full-time job, so I get just enough to survive on to pay for shelter, food, transportation and sometimes clothing. Nine dollars has sometimes meant the difference of me eating three times a day to maybe once. I really wish the very people who were hit the hardest by the fare hikes, people like me are thought about when decisions like this are made."*

— Lakeya Johnson, King County District 4

San Francisco uses 100% of Area Median Income as an eligibility guideline for their new program, meaning that any senior or disabled individual making less than \$67,950 per year qualifies. We believe that even offering free passes for senior and disabled riders below 200% of the Federal Poverty Level would be a great step forward for King County.

### Free Muni for Seniors

This program provides low and moderate income seniors residing in San Francisco free access to Muni services when using a Clipper card. Applications are now being accepted.

All San Francisco seniors, ages 65+, with a gross annual family income at or below 100 percent of the Bay Area Median Income level are eligible for the program according to the chart below.

HOUSEHOLD SIZE	100% BAY AREA MEDIAN INCOME
1	\$67,950
2	\$77,700
3	\$87,400
4	\$97,100
5	\$104,850
6	\$112,650
7	\$120,400
8	\$128,150



*San Francisco isn't the only transit authority with a free pass program for senior and disabled riders. Low-income seniors and people with disabilities also ride for free in Chicago — and so do all senior citizens in Philadelphia and Southeastern Pennsylvania.*

The fact is, neither the senior and disabled fare nor the ORCA LIFT program meets the needs of very low and no-income bus riders, who more than anyone need public transit to meet basic needs and take steps to improve their lives — including the rising numbers of people experiencing homelessness in King County. Most of these riders now rely on single-use Human Services Bus Tickets

*"I work at a small nonprofit social service agency; the most frequent form of assistance we provide is free bus tickets. ORCALift does not help the homeless. Nor the people I see daily at work who are living on the most fixed and bare bones incomes: social security, child support, SSI, disability or veterans benefits, and unemployment insurance. Public transit should be FREE for low-income seniors and the disabled. I see people in their 70s, who are not in perfect health, trying to walk up Queen Anne hill to get to our office for one of our pre-packed grocery bags — in the rain!"*

— Lisa Barnes, County District 4

from social service providers to meet their transportation needs. Providing free transit passes at least for low-income seniors and people with disabilities would not only improve the quality of life for these riders, it would also reduce the burden on many of the organizations that purchase, track and distribute these tickets.

### **Free Transit for Disabled or Low-Income Veterans**

One in three homeless men in the U.S. are veterans. Returning from service and facing the challenges of reintegrating into civilian life, many veterans struggle with post-traumatic stress disorder, injuries, and all the personal and social difficulties of readjustment — not to mention finding a job and housing in a rough economy.

*Low-income veterans already ride free in Miami, and disabled veterans ride free in Chicago.*

Scraping together money for bus fare is an added burden that veterans shouldn't have

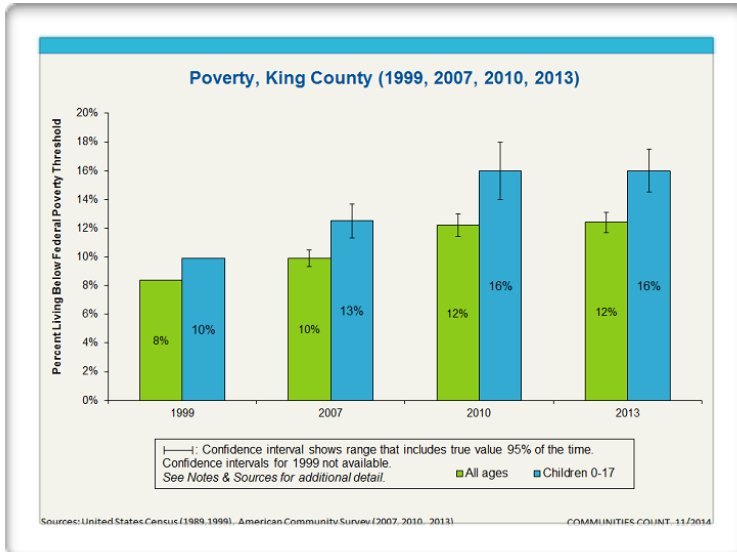
to bear. Offering disabled and low-income veterans free transit passes is the least we can do — and it's the right thing to do.

## Free Transit for Low-Income Youth

Sixteen percent of youth in King County live in poverty, and well over a third are low income. For low-income families, riding the bus with children is a huge expense. Two

or three or four bus fares just to get everyone from A to B adds up quickly – especially when you consider that the youth fare, which rose from seventy-five cents to \$1.25 in 2011, just went up to \$1.50.

San Francisco already has a free bus pass program for low and moderate income youth. The Transit Riders Union believes it's time for King County to do the same.



*"I am a fixed, low-income, disabled, single parent. My nine-year-old daughter takes classes four days per week in addition to Seattle Public School. The three of us live on my disability check of \$733.00 per month. In the last few years my rent has increased by a quarter of my household income, displacing the budget we had for food after our food stamps run out each month. Every time I take my child on the bus, or a volunteer helper takes her, it costs me two bus fares, not one. I have called many charities for help, but none seem to recognize children's bus fare as a priority or a hardship. Now we are bearing the additional cost of a double fare increase, one for me and one for her."*

— J. Davis, King County District 2

San Francisco uses 100% of Area Median Income as an income eligibility guideline for this free bus pass program. We would love to see King County follow this example; however, we believe that even offering free passes for youth whose families are below 200% of the Federal Poverty Level would be a great step toward improving the lives of low-income youth and their families.

### Free Muni for Youth Program

繁體中文 Español

The Free Muni Program provides low and moderate income San Francisco youth ages 5 to 18 free access to Muni services when using a Clipper card.

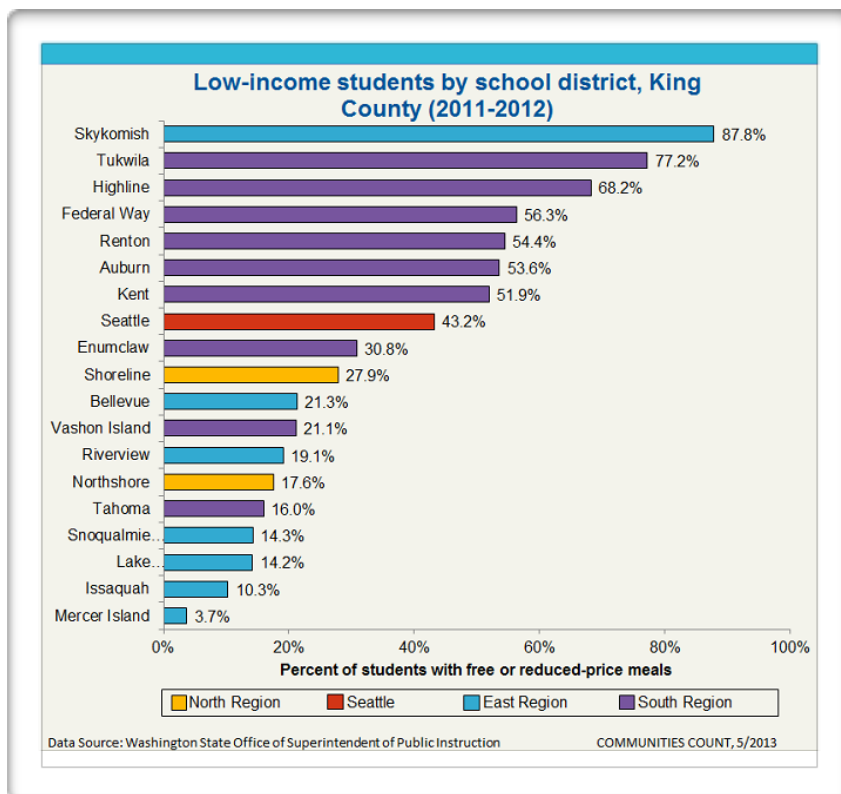
If your card has been lost or stolen please contact the Clipper Customer Service Center (1.877.878.8883). Once your child is enrolled in the program they need not reapply. Their pass will continue to work until their expiration on their 19th birthday. Applications are still being accepted.

All San Francisco youth aged 5 to 18 with a gross annual family income at or below 100 percent of the Bay Area Median Income level are eligible for the program.

HOUSEHOLD SIZE	100% BAY AREA MEDIAN INCOME
1	\$67,950
2	\$77,700
3	\$87,400
4	\$97,100
5	\$104,850
6	\$112,650
7	\$120,400
8	\$128,150

## Free Transit for All Public School Students

Most students in the Seattle School District who live less than two miles from their school do not receive a subsidized bus pass. If they aren't able to walk every day, or if there's no safe route to school, they or their families have to pay for them to ride the bus.



A large percentage of public school students are poor or low income: over 40% of students in Seattle Public Schools are in the free or reduced lunch program, and in most South King County districts that number rises to over 50%. The parents and guardians of these youth are already struggling to make ends meet. They shouldn't have to pay \$1.50 per ride or \$54 every month per child to get their kids to school.

We urge our County Councilmembers to work with the City of Seattle, the Seattle Public Schools, and all other cities and school districts in King County to make sure that every public school student in King County has a free bus

*"Every day at least one student comes to my office asking for a bus token to get home. Our stock of these only lasted until November, so now I have to tell the students "no" or I give them money from my wallet so they do not have to walk 30 minutes in the dark/cold/rain. Many of these same students have truancy issues which are related to the barriers they face in getting to school."*

— Chelsea Gallegos  
Social Worker & Graduation Success Coordinator, Rainier Beach High School

pass. This will mean fewer students truant or late for class, higher participation in extracurricular activities and community life, and more time for struggling parents who won't have to drive their kids to school as often.



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## Affordable Transit for College Students

Many major transit agencies offer a reduced student fare. It just makes sense: so many college students today are racking up debt and struggling to balance academic classes with low-wage jobs. The whole community benefits when students can get around without worrying about high bus fares – and, a reduced fare will encourage students to ride rather than drive if they have a choice, which is better for congestion and for the environment.

*College students qualify for a reduced fare in Atlanta, Newark, Philadelphia, and San Antonio.*

*“At Seattle Central College 61% of students earn less than 200% of the Federal Poverty Line, while 70% are below 250% of the Federal Poverty Line. Many of these students are supporting families, and many are single parents. The high cost of public transportation creates a barrier to student success. By helping to make public transportation more affordable for students, the County Council can help ease road congestion while also reducing carbon emissions. By helping students to get a fundamental college education, the Council can help ensure the economic sustainability and growth of the region.”*

*— Seattle Central College Student Leadership*

The Transit Riders Union and the Student Leadership of the Seattle Colleges District together propose the following:

- ❖ *All students in the Seattle Colleges District, Bellevue College and community colleges throughout King County should qualify for a reduced \$1.50 fare and \$54 monthly pass.*
- ❖ *Students should be able to sign up for a reduced fare pass through the registration offices at each campus, and that any subsidy offered by the college be added to this pass.*
- ❖ *An unlimited quarterly pass should be available at this reduced rate. For example, a student at Seattle Central College would be eligible for a 3 month pass costing \$162; after the \$75 subsidy, which is funded by student activity fees, the out-of-pocket cost for each quarter would be \$87.*
- ❖ *ORCA vending machines should be located on or near every campus.*

We expect that the cost to Metro of making the reduced fare available to students will be very modest, since most Seattle Colleges students are low-income and especially since allowing students to register for a reduced fare pass directly through their college will reduce the administrative costs associated with the ORCA LIFT program.



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## Keep the Access Program Affordable

While standard, youth, senior and disabled fares all went up twenty-five cents on March 1st, Access fares went up by fifty cents, from \$1.25 to \$1.75. The Access system serves some of the most vulnerable members of our community, disabled riders who need extra assistance. The number of riders who use Access is relatively small, so raising the fares will not even generate significant revenue, it will only create added hardship. Don't nickel and dime disabled riders!

*"I have been receiving SSA (originally SSDI – I have now aged into the senior program). The COLA has not kept up with the cost of living. I encounter food insecurity almost daily. The cost of Medicare rises annually – I currently receive \$50/month over the Medicaid limit. My ACCESS/ORCA pass was difficult to afford at \$45/month. Now it's up to \$63/month. I have no extra money to even begin to afford this fare increase."*

*— Jacqueline Sorgen, King County District 4*

## Extend the Low Income Fare to All Sound Transit Services



We recognize that the King County Council does not determine Sound Transit policy. However, as several councilmembers sit on the Sound Transit Board, we would like to urge these councilmembers to advocate for the extension of the ORCA LIFT program to all Sound Transit services.

*"Having the low-income card now is a huge help to me when I go downtown from Wallingford via King County Metro bus. This is especially useful for dental appointments. I would like to see this low-income fare extended to Community Transit of Snohomish County and to Sound Transit buses. I often take the Sound Transit bus back from Everett, and the Sound Transit bus fare is the most expensive in the area."*

*— Victor Odlivak, King County District*

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## Commit to Lowering Fares

King County's Public Transportation Fund Management Policy, adopted in 2011, establishes a 25% farebox recovery target – in other words, fare revenue should pay for 25% of Metro's operating costs. In 2012 and 2013, Metro achieved a farebox recovery ratio of 29%, well above the target.

*King County's Public Transportation Fund Management Policy states that if changes to the farebox recovery target are contemplated, considerations could include:*

- ❖ *"The extent to which the cost of providing transit service should be shared by riders – as well as employers and schools that provide transit passes to their employees and students – and by all others in the community who benefit from congestion relief, contributions to the economy, and environmental advantages that transit provides."*
- ❖ *"Goals for ridership...and how the fare prices needed to achieve the farebox recovery target would affect ridership."*

We question the rationale for this target, and we believe that a strong policy basis already exists for changing it.

Public transit is a public good. The more it expands and the more it is used, the more everyone benefits, and so we believe public transit should be publicly and progressively funded. Fares should be as low as possible, or even free, to encourage ridership and to guarantee a basic human right to mobility.

When fares change in the future, we want to see them lowered, not raised! Riders already pay for the bus twice — at the farebox and through the sales tax. The businesses and institutions that also "benefit from congestion relief, contributions to the economy, and environmental advantages that transit provides" are not contributing their fair share.

We want to see King County make a long-term commitment to finding new progressive, stable funding for public transit. We urge the County Council to ensure that making public transit more affordable by lowering fares is a high priority in King County Metro's long range plan.

*"I have been a King County/Metro Transit Operator for almost 30 years. I started with Metro in 1985, when the fare was 55 cents off-peak, 65 cents peak. Now it's five times that amount! I know that King County/Metro is underfunded, but we shouldn't expect passengers to pick up the tab. Transit is a public service; it keeps cars off the road, gives people who can't or don't want to drive a way to get around, and is better for the environment than single occupancy vehicles. It should be fully funded by a progressive tax system. We should not expect bus (and light rail) passengers to pay up to \$100 a month for transit, when most of them already pay more than their fair share of taxes, including for roads which they are not driving on."*

*— Susanna Smith, King County Metro Transit Operator*

## Businesses Should Contribute

Businesses and large institutional employers in King County benefit immensely from public transit. They rely on buses to carry their workers to work and customers to their stores. Public transit also eases congestion, freeing up the roads for commerce. It makes sense for employers to contribute to the cost of running the public transit system. In

Payroll expense	MCTMT Rate
Over \$312,500 but not over \$375,000	.11% (.0011)
Over \$375,000 but not over \$437,500	.23% (.0023)
Over \$437,500	.34% (.0034)

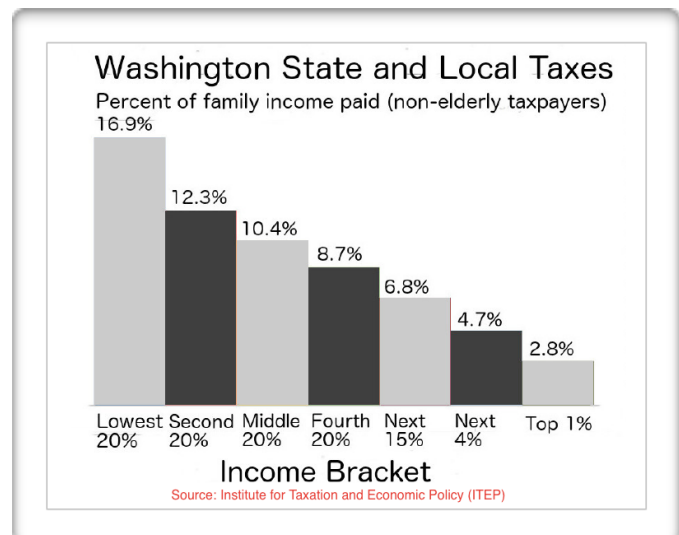
Portland, public transit is funded partly through a Transit Tax on employers; in New York City, businesses contribute through a “Metropolitan Transportation Commuter Mobility Tax” (see box at left).

But here in King County, our transit system is funded overwhelmingly by sales tax, flat car tab fees, and fares. This funding structure is

regressive, taking a big chunk out of working and poor people's pocketbooks instead of taxing corporations and the rich. And it's not just transit: Washington State's tax system is the most regressive in the country.

It doesn't have to be this way. While a radically better tax system will require big changes at the state level, the City of Seattle, King County, and Sound Transit's multi-county district already have the power to tax businesses to help fund public transit – and none of them are using it. At \$2 per employee per month, it's a small amount, but county-wide it would

raise between \$15 and \$40 million annually. That's enough to fund all of our affordable transit goals, and more. We call upon our elected officials to pass an Employer Tax. Why is King County unfairly shoving these costs onto the people who can least afford it?



*If King County doesn't yet have the authority to tax big corporations directly, maybe there's another way: San Francisco's Free Muni for Youth program is funded by Google, as the company responds to public pressure from residents facing skyrocketing rents, evictions and gentrification.*

Are these the future funders of lower fares?





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## More Progressive Transit Funding

Nearly half of Washington State's greenhouse gas emissions come from transportation. We have a chance to reduce carbon emissions dramatically by decreasing car use and increasing public transit ridership. To do this we need to lower fares, massively

increase service, and build new infrastructure so that public transit becomes a viable transportation option for all residents of King County and beyond.

Climate change is happening. Our region is also growing rapidly: we can't handle more cars on the road. We need to act fast, and this means we need way more

funding for public transit. And this funding needs to be progressive — King County voters have already spoken against sales tax and flat car tab fees.

Local governments simply don't have enough progressive funding options. The Transit Riders Union has worked with pro-transit state legislators on legislation that would give King County new options — but bills like these won't pass without strong pressure from local elected officials. We call upon King County Councilmembers to join with TRU and allies in lobbying the state legislature for these and other new progressive transit funding options:

- ❖ **Non-Residential Parking Tax (HB 2186):** The Commercial Parking Tax currently in effect in Seattle only applies to customer pay lots, leaving “free” commercial parking at malls and big box stores untaxed. A Non-Residential Parking Tax would generate new revenue while encouraging better land use practices and decreasing stormwater runoff.
- ❖ **Transit Payroll Tax for Employers (HB 2563):** In Portland and New York City, employers pay a small percentage of their gross payroll to help fund the public transit system that gets their workers to work and contributes to local and regional economic vitality.
- ❖ **Capital Gains Tax (HB 2563):** One small step toward making our tax system less regressive.