

Exhibit 3: Route Level Changes

This exhibit displays every proposed change that would occur in all four service changes (September 2014, February 2015, June 2015, and September 2015). The route level changes for each service change period are shown in the following exhibits:

Exhibit 3A: Service change beginning September 2014

Exhibit 3B: Service change beginning February 2015

Exhibit 3C: Service change beginning June 2015

Exhibit 3D: Service change beginning September 2015

Each of the above exhibits lists the routes that would be affected during that particular service change period, in route number order. The "Action" column explains what change would occur during the particular service change. The four columns to the right identify the basis for the proposed change based on Metro's service reduction proposal. In the next column, routes are identified as those changes requiring King County Council action through an ordinance or as administrative changes under the delegated authority of the Department of Transportation Director. Changes requiring an ordinance are shown in the following ordinance attachments:

Attachment A: September 2014 Public Transportation Change for King County

Attachment B: February 2015 Public Transportation Change for King County

Attachment C: June 2015 Public Transportation Change for King County

Attachment D: September 2015 Public Transportation Change for King County

The columns farthest to the right depict the productivity measures (rides per platform hour and passenger miles per platform miles) for each route as contained in the 2013 King County Metro Service Guidelines Report. The shading shown in the productivity measures indicates whether a route performs in the top or bottom 25% in a specific time period and for its market. As the key indicates, routes serving the *Seattle Core* and those that do not (*Non-Seattle Core*) are held to different thresholds.

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3A: Service change beginning September 2014

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
7EX	- Discontinue route.	X					X	37.4	9.4				
19	- Discontinue route.	X					X	31.5	7.8				
27	- Discontinue service during midday weekdays and on weekends. - Discontinue night service at approximately 7:00 PM on weekdays.	X					X	40.3	9.1	32.0	5.1	19.8	3.1
30	- Discontinue service during midday weekdays and on weekends. - Discontinue night service at approximately 7:00 PM on weekdays.	X					X	28.6	6.6	23.8	5.8	24.5	4.9
47	- Discontinue route.	X					X	35.5	8.0	26.7	5.3	21.1	3.8
48EX	- Discontinue route.	X					X	36.0	8.8				
61	- Discontinue route.	X					X	7.7	1.1	9.3	1.5	4.9	0.8
62	- Discontinue route.	X					X	15.8	4.3				
82	- Discontinue route.	X					X					12.6	4.8
83	- Discontinue route.	X					X					15.8	7.8
84	- Discontinue route.	X					X					8.1	1.3

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3A: Service change beginning September 2014

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
139	- Discontinue route.	X					X	11.2	2.1	12.0	2.5	6.2	1.1
152	- Discontinue route.	X					X	16.8	11.4				
161	- Discontinue route.	X					X	18.8	10.7				
173	- Discontinue route.	X					X	12.0	5.9				
200	- Discontinue service during the peak periods.	X					X	9.5	2.0	13.4	3.5		
202	- Discontinue route.	X					X	12.5	4.1				
203	- Discontinue route.	X					X	12.3	1.8	11.8	1.1		
204	- Combine service with Route 202 and operate between 6:00 AM and 6:00 PM on weekdays. - Add service during the peak periods at about every 30 minutes, decrease service levels to about every 60 minutes during midday weekdays, and eliminate weekend service.			X		X				10.1	1.5		
205EX	- Discontinue route.	X					X	19.0	5.5				
208	- Decrease service levels to about every 120 minutes on weekdays and Saturdays.	X					X	-	-	-	-	-	-
209	- Discontinue route.	X					X	7.8	3.5	10.7	5.3		

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3A: Service change beginning September 2014

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
210	- Discontinue route.	X					X	13.3	5.5				
211EX	- Discontinue route.	X					X	15.4	4.7				
212	- Add one morning and one afternoon trip since route 210 would no longer operate.			X		X		36.0	18.7				
213	- Discontinue route.	X					X			9.6	0.9		
215	- Discontinue route.	X					X	23.7	13.8				
236	- Discontinue night service at approximately 7:00 PM everyday.	X					X	8.5	2.4	7.9	2.5	6.6	1.5
238	- Discontinue night service at approximately 7:00 PM everyday.	X					X	12.5	3.4	13.5	4.0	6.4	1.6
243	- Discontinue route.	X					X	27.4	10.6				
249	- Discontinue night service at approximately 6:00 PM everyday.	X				X		19.6	4.8	13.4	3.3	8.2	1.8
250	- Discontinue route.	X					X	21.8	11.9				
260	- Discontinue route.	X					X	18.6	11.1				
265	- Discontinue route.	X					X	16.6	9.0				
280	- Discontinue route.	X					X					16.0	10.9

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3A: Service change beginning September 2014

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
306EX	- Discontinue route.	X					X	21.1	12.2				
312EX	- Add one morning and one afternoon trip.			X		X		36.2	17.6				
331	- Discontinue night service at approximately 7:00 PM everyday.	X				X		18.9	6.7	20.8	6.7	9.5	2.9
903DART	- Decrease service levels to about every 60 minutes during midday weekdays and on weekends.	X					X	20.3	4.1	17.6	2.5	12.5	2.2
909DART	- Discontinue night service at approximately 7:00 PM everyday.	X					X	10.0	1.8	9.5	2.1		
919DART	- Discontinue route.	X					X			14.4	2.5		
927DART	- Discontinue route.	X					X	7.0	1.7	6.4	2.6		
931DART	- Discontinue service during midday weekdays and on Saturdays.	X					X	7.3	2.1	7.4	3.3		
935DART	- Discontinue route.	X					X	5.7	0.7				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
1	- Discontinue service on weekends and at approximately 11:00 PM on weekdays.				X	X		51.0	12.1	46.5	9.8	34.3	8.5
2	- Eliminate the part of the route north of Madison Street to reduce network duplication with Route 13 between downtown Seattle and Queen Anne. - Shift route from Madison Street to Seneca Street to consolidate service with Route 12 on First Hill. - Improve service levels to about every 10 minutes in the peak periods and about every 12 minutes during midday weekdays. - Discontinue night service at approximately 12:00 PM everyday.				X		X	49.1	11.4	45.7	9.8	29.8	6.8

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
3	- Combine service with Route 4 to reduce network duplication. - Extend route to Seattle Pacific University to connect with Route 32 and improve operational efficiency. - Improve service levels to about every 10 minutes in the peak periods, about every 15 minutes during midday weekdays, about every 15 minutes on Saturdays, and about every 15 minutes between approximately 7:00 PM and 10:00 PM everyday.				X		X	53.7	11.7	49.9	10.7	24.5	6.0
4	- Discontinue route to reduce network duplication with Route 3 between East Queen Anne and the Central Area.				X		X	53.5	11.2	48.4	9.9	28.3	6.3
7	- Decrease service levels to about every 15 minutes on Saturdays and about every 45-60 minutes after 12:00 AM everyday. - Discontinue night service at approximately 2:00 AM everyday.				X	X		51.9	15.7	59.3	17.8	34.9	10.7

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
8	- Eliminate the part of the route east of 16th Avenue E and E John Street in Capitol Hill. - Discontinue night service at approximately 11:00 PM everyday.				X		X	53.9	12.2	48.8	11.6	32.8	7.6
9EX	- Discontinue reverse-peak and midday service on weekdays to reduce duplication with Route 7 and the First Hill Streetcar.				X		X	40.0	11.5	44.5	14.3		
12	- Eliminate the part of the route northeast of E Madison Street and 15th Avenue E to reduce duplication with routes 10, 11, and 43. - Discontinue reverse-peak, midday weekday, and weekend service. - Discontinue night service at approximately 7:00 PM on weekdays. - Reduce peak service levels to five trips in the morning and three trips in the afternoon.				X		X	50.6	9.5	38.0	6.3	16.4	2.7

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
13	- Combine service with Route 2 to reduce network duplication between Queen Anne and downtown Seattle. - Improve service levels to about every 10 minutes in the peak periods, about every 15 minutes during midday weekdays, about every 20 minutes on Saturdays, and about every 15 minutes after approximately 7:00 PM everyday.				X		X	58.4	14.0	59.7	14.2	31.2	7.5
14	- Discontinue service on weekends and after approximately 11:00 PM on weekdays.				X	X		43.3	9.7	46.5	9.5	25.8	5.2
27	- Discontinue route.				X		X	40.3	9.1	32.0	5.1	19.8	3.1
29	- Eliminate the part of the route north of 7th Avenue W and W Raye Street and reduce three morning and three afternoon trips.				X		X	40.5	9.9				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
60	<ul style="list-style-type: none"> - Eliminate the part of the route north of Albro Place in South Beacon Hill to reduce network duplication. - Extend route to Othello Link Station along S Myrtle Street to provide a connection with routes 36, 106, 107, and Sound Transit Link light rail. - Decrease service levels to about every 30 minutes in the peak periods and midday weekdays, and to about every 60 minutes after approximately 7:00 PM. - Discontinue night service at approximately 9:00 PM everyday. 				X		X	33.5	10.0	32.6	9.2	20.4	6.3

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
106	<ul style="list-style-type: none"> - Revise routing to operate on Martin Luther King Junior Way S between S Henderson Street and S Jackson Street, on S Jackson Street between Martin Luther King Junior Way S and Boren Avenue, and on E Yesler Way between Boren Avenue and 3rd Avenue in downtown Seattle since routes 8 and 27 would no longer serve the area. - Improve service levels to about every 15 minutes during midday weekdays. - Discontinue night service at approximately 12:00 AM everyday. 				X		X	38.9	12.1	38.4	13.7	23.7	9.2
107	<ul style="list-style-type: none"> - Extend routing from Rainier Beach Link Station to Beacon Link Station on Beacon Avenue S and 15th Avenue S, since routes 60 and 106 would no longer serve the area. - Decrease service levels to about every 30 minutes during the peak periods. 				X		X	24.2	6.1	22.0	6.0	15.0	4.3

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
157	- Shift routing to 132nd Avenue SE from 116th Avenue SE between SE 240th Street and the Lake Meridian Park-and-Ride. - Add two morning and three afternoon trips since routes 158 and 159 would no longer operate.				X		X	16.6	11.3				
158	- Discontinue route to reduce network duplication between Lake Meridian Park-and-Ride and downtown Seattle.				X		X	23.6	16.6				
159	- Discontinue route to reduce network duplication between Lake Meridian Park-and-Ride and downtown Seattle.				X		X	20.4	14.0				
168	- Add service during the peak periods to connect with Sounder Commuter Rail in order to replace commuter service on routes 158 and 159.				X	X		24.3	7.3	25.4	8.6	24.8	7.0
177	- Revise routing to serve Star Lake and Kent/Des Moines freeway stations and to access downtown Seattle via Seneca Street inbound and S Atlantic Street outbound. - Add 12 morning and 12 afternoon trips since routes 158, 159, 178, 179, 190 and 192 would no longer operate.				X		X	23.8	15.1				
178	- Discontinue route to reduce network duplication between Federal Way and downtown Seattle.				X		X	24.0	16.4				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
179	- Discontinue route to reduce network duplication between Federal Way and downtown Seattle.				X		X	22.7	16.7				
181	- Improve service levels to about every 15-30 minutes during the peak periods to improve connections replacing routes 179 and 197.				X	X		28.0	8.4	27.2	9.8	17.4	4.3
187	- Revise routing to SW 312th Street between 21st Avenue SW and Federal Way Transit Center since Route 901 DART would no longer operate. - Discontinue night service at approximately 9:00 PM.				X		X	22.9	5.9	27.6	7.4	15.5	3.7
190	- Discontinue route to reduce network duplication between Star Lake Park-and-Ride and downtown Seattle.				X		X	22.1	13.6				
192	- Discontinue route to reduce network duplication between Star Lake Park-and-Ride and downtown Seattle.				X		X	21.4	13.4				
193EX	- Revise routing to serve north part of downtown Seattle in order to provide additional service capacity.				X	X		24.7	16.2				
197	- Eliminate the part of the route west of Federal Way Transit Center to make it more efficient to operate. - Reduce two afternoon trips.				X		X	22.3	17.9				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
221	- Eliminate the part of the route between Overlake Transit Center, downtown Redmond, and Education Hill. - Improve service levels to 30 minutes on Sundays. - Discontinue night service at approximately 9:00 PM everyday.				X		X	20.3	5.9	17.5	4.9	12.5	2.6
234	- Revise routing east of 100th Avenue NE to serve Totem Lake Transit Center, Redmond Transit Center and Education Hill. - Decrease service levels to 60 minutes midday weekdays. - Discontinue night service at approximately 7:00 PM everyday.				X		X	22.1	8.6	19.5	7.5	14.6	5
235	- Eliminate the part of the route northeast of Kirkland Transit Center. - Improve service levels to about every 15 minutes during the peak periods and midday weekdays, and to about every 30 minutes on weekends. - Discontinue night service at approximately 10:00 PM .				X		X	20.5	7.1	15.9	6.2	11.7	4.1

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
236	- Revise to use more direct routing between Brickyard Park-and-Ride and Totem Lake Transit Centers and to serve the Rose Hill neighborhood. - Decrease service levels to about every 60 minutes on midday weekdays. - Discontinue night service at approximately 8:00 PM everyday.				X		X	8.5	2.4	7.9	2.5	6.6	1.5
237	- Discontinue route.				X		X	20.0	8.2				
238	- Discontinue route.				X		X	12.5	3.4	13.5	4.0	6.4	1.6
255	- Eliminate the part of the route north of Totem Lake Transit Center.				X		X	28.4	14.2	27.3	13.5	24.8	13.1
271	- Eliminate the part of the route east of Eastgate Park-and-Ride and the routing into the Bellevue College campus. - Discontinue service to Evergreen Point Freeway Station when the existing stops accessed from the outer lanes are removed as part of the SR-520 Eastside Transit and HOV Project.				X		X	26.1	10.7	26.5	11.4	21.4	9.2
311	- Reduce one morning and one afternoon trip.				X	X		21.7	13.9				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3B: Service change beginning February 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
342	- Eliminate the parts of the route west of Kenmore Park-and-Ride and south of Bellevue Transit Center. - Add one afternoon trip since Route 237 would no longer operate.				X		X	18.7	10.2				
901DART	- Discontinue route to reduce network duplication in Federal Way.				X		X	20.8	4.6	20.6	3.6	16.3	4.6
907DART	- Reduce two trips (one roundtrip) during the day.				X	X		3.6	1.3	5.4	2.7		
914DART	- Combine service with Route 916 and eliminate the part of the route outside of downtown Kent.				X		X			21.3	4.1		
916DART	- Discontinue route to reduce network duplication with Route 914DART.				X		X			18.5	4.6		
930DART	- Discontinue route.				X		X	8.1	1.1				
South Lake Union Streetcar	See note below				X		See note below	83.4	12.7	52.4	8.9	24.0	4.0

NOTE: The reduced service hours proposed for the South Lake Union Streetcar are not addressed in the attached Ordinance. These hours would be addressed under a separate ordinance authorizing execution of an amended and restated agreement between King County and the City of Seattle for the operation and maintenance of the Seattle Streetcar--to include the South Lake Union and First Hill streetcar lines. The current agreement between King County and the City of Seattle, for operation of the South Lake Union Streetcar only, expires at the end of 2014.

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity						
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night		
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	
5*	- Decrease service levels to about every 15-20 minutes in the peak periods, about every 20 minutes during midday weekdays and on Saturdays, and about every 20-30 minutes after 7:00 PM everyday. - Discontinue night service at approximately 12:00 AM PM everyday.				X	X			56.8	17.5	49.4	14.6	37.8	11.3
5EX	- Discontinue route to reduce network duplication with Route 355EX between Greenwood and downtown Seattle.				X		X	47.7	16.5					
16	- Revise routing to N 92nd Street and 1st Avenue NE between North Seattle Community College and Northgate Transit Center to improve operational efficiency. - Shift routing to Fremont Bridge and Dexter Avenue N from Aurora Avenue N since routes 26, 28, and 31 would no longer serve the areas. - Improve service levels to about every 15 minutes since routes 26 and 28 would no longer serve the areas. - Discontinue night service at approximately 12:00 AM everyday.				X		X	36.7	12.5	34.8	12.6	21.0	7.6	

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
24	- Eliminate the part of the route that serves 28th Avenue W. - Discontinue service during midday weekdays, weekends, and after approximately 7:00 PM everyday.				X		X	44.4	13.3	28.9	10.1	21.0	5.5
25	- Discontinue route to reduce network duplication.				X		X	22.4	6.0	17.5	4.4		
26*	- Discontinue route to reduce network duplication with routes 16 and 26EX between East Green Lake and downtown Seattle via Wallingford.				X		X	48.5	13.1	32.2	11.1	22.6	7.1
26EX	- Combine service with Route 26 Local to make the system more efficient. - Operate two-way service and improve service levels to about every 20 minutes during the peak periods and about every 30 minutes during midday weekdays.				X		X	52.5	17.7				
28*	- Discontinue route to reduce network duplication with routes 28EX and 40 between Broadview and downtown Seattle.				X		X	50.9	12.4	36.1	9.7	23.1	5.8

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
28EX	- Combine service with Route 28 Local to make the system more efficient. - Eliminate the part of the route north of NW 103rd Street to reduce duplication with routes 5 and 355EX. - Shift Express routing to N 39th Street from NW Market Street and N 46th.				X		X	43.4	13.8				
30	- Discontinue route.				X		X	28.6	6.6	23.8	5.8	24.5	4.9
31	- Discontinue route to reduce network duplication with Route 32 between North Queen Anne and Children’s Hospital.				X		X	35.6	8.4	30.1	7.7		
32*	- Combine service with Route 31 to reduce network duplication between North Queen Anne and Children’s Hospital. - Revise routing to Wallingford Avenue N from Stone Way N between N 35th Street and N 40th Street. - Improve service levels to about every 8-15 minutes during the peak periods. - Discontinue night service at approximately 11:00 PM everyday.				X		X	38.4	12.5	36.1	12.2	24.5	6.6

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
33	- Revise routing to operate a clockwise loop on 28th Avenue W, Gilman Avenue W, 22nd Avenue W and Thorndyke Avenue W with service to Magnolia Village during midday weekdays, weekends and after approximately 7:00 PM. - Improve service levels to about every 20 minutes during the peak periods. - Discontinue night service at approximately 10:00 PM everyday.				X		X	46.7	13.6	31.5	8.3	23.1	5.8
40	- Decrease service levels to about every 20 minutes on Saturdays.				X	X		41.5	13.2	37.3	12.1	28.8	10.1
65	- Discontinue night service at approximately 11:00 PM everyday.				X	X		32.9	7.7	34.3	8.5	21.4	6.1
66EX	- Discontinue route to reduce network duplication between Northgate and downtown Seattle.				X		X	52.8	18.8	40.9	13.7	27.3	8.9
67	- Discontinue route to reduce network duplication between Northgate and the University District.				X		X	40.9	12.8	53.5	20.6	24.6	6.7
68	- Discontinue route to reduce network duplication between Northgate and the University District.				X		X	39.8	8.7	56.5	13.6		

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
71	- Eliminate the part of the route north and south of NE 65th Street. - Extend route to Roosevelt District for connections with Route 73 and to Sand Point for connections with Route 75. - Decrease service levels to about every 60 minutes during midday weekdays and discontinue weekend service. - Discontinue night service at approximately 7:00 PM everyday.				X		X	63.9	20.2	57.4	19.0	44.2	14.5
72	- Discontinue route to reduce network duplication between Lake City and downtown Seattle.				X		X	63.2	20.4	64.8	22.5	43.3	13.9

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
73	<ul style="list-style-type: none"> - Combine service with routes 66EX, 67, 68, 71 and 72 to reduce network duplication between Northgate and downtown Seattle. - Eliminate the part of the route between NE Northgate Way and NE 145th Street in Lake City. - Revise routing to Roosevelt Way NE from 15th Avenue NE between NE Ravenna Boulevard and NE Northgate Way and to I-5 from Eastlake Avenue during the midday weekdays, on weekends and at night. - Improve service levels to about every eight minutes during the peak periods, about every eight minutes during midday weekdays, about every 10 minutes on Saturdays, about every 12-15 minutes on Sundays, and about every 15-30 minutes after 7:00 PM. - Discontinue night service at approximately 1:00 AM. 				X		X	69.1	20.4	63.3	20.5	51.2	15.8
75	- End through-route with Route 31.				X	X		44.7	11.3	47.8	12.4	37.7	9.2
242	- Discontinue route.				X		X	21.3	12.3				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3C: Service change beginning June 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
355EX	<ul style="list-style-type: none"> - Combine service with Route 5EX to reduce network duplication between Greenwood and downtown Seattle. - Revise routing to use Greenwood Avenue N and Aurora Avenue N south of N 85th Street. - Add five morning and four afternoon trips since Route 5EX would no longer operate. 				X		X	33.2	11.3				
372EX	<ul style="list-style-type: none"> - Eliminate the part of the route east of the UW Bothell Campus. - Operate the part of the route between Lake City and the UW Bothell Campus on weekdays only. - Improve service levels to about every six minutes during the peak periods and approximately 30-60 minutes after 7:00 PM. - Add weekend service at about every 30 minutes. - Discontinue night service at approximately 11:00 PM everyday. 				X		X	40.8	13.2	50.6	15.5	30.3	6.8

* Seattle Partnership Route - Metro is working with its partner to identify alternative investments

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3D: Service change beginning September 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati	Rides/ PlatHr	PassMi/ Plati
11	- Discontinue night service at approximately 11:00 PM everyday.		X			X		52.7	10.2	48.7	9.4	38.4	6.5
21	- Discontinue route.				X		X	39.7	13.5	32.4	10.7	20.8	7.0
21EX	- Add two morning and two afternoon trips				X	X		36.8	15.0				
22	- Discontinue route.				X		X	15.6	2.8	13.1	2.4	7.8	1.2
36	- Decrease service levels to about every 10 minutes during the peak periods, about every 15 minutes during midday weekdays, about every 15 minutes on Saturdays, about every 20 minutes on Sundays, and about every 20-30 minutes after 7:00 PM.		X				X	45.7	12.9	51.3	13.7	27.6	7.4
37	- Discontinue route.				X		X	21.3	8.1				
50	- Revise routing to operate to and from Westwood Village via SW Avalon Way, 35th Avenue SW, SW Spokane Street and SW Barton Street. - Improve service levels to about every 30 minutes on Sundays. - Discontinue night service at approximately 9:00 PM everyday.				X		X	20.6	4.3	18.4	4.4	10.1	2.4
56EX	- Add two morning and two afternoon trips.				X	X		36.4	14.1				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3D: Service change beginning September 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
57	- Discontinue route.				X		X	32.9	13.2				
64EX	- Reduce two morning and two afternoon trips.		X			X		34.6	13.6				
70	- Connect Route 70 with Route 36 to make the route more efficient to operate. - Improve service levels to about every 10 minutes in the peak periods and add Sunday service at about every 20 minutes.			X		X		49.5	14.8	40.0	11.5		
99	- Discontinue route.		X				X	25.0	6.1				
111	- Eliminate the part of the route east of 156th Avenue SE. - Reduce one afternoon trip.		X				X	25.6	16.4				
114	- Reduce two morning trips and one afternoon trip.		X			X		22.0	13.0				
116EX	- Reduce two morning and one afternoon trip.		X			X		19.7	8.6				
118	- Reduce two morning trips (one roundtrip) and two afternoon trips (one roundtrip).		X			X		14.8	2.5	12.8	2.1	13.4	3.1
118EX	- Reduce one morning and one afternoon trip.		X				X	21.0	10.2				
119	- Reduce four trips (two roundtrips) during the day.		X			X		13.4	2.3	10.1	1.3		
121	- Reduce three morning and five afternoon trips.		X			X		20.4	9.0				
122	- Reduce one morning and one afternoon trip.		X			X		22.8	10.9				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3D: Service change beginning September 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
124	- Discontinue night service at approximately 2:00 AM everyday.		X			X		35.3	12.5	37.7	15.4	23.9	10.0
125	- Revise routing to use Sylvan Way, California Ave SW and SW Thistle St. between South Seattle Community College and Westwood Village. - Discontinue service during midday weekdays, on Saturdays, and after approximately 7:00 PM everyday.				X		X	35.8	14.5	28.9	12.9	20.5	8.9
128	- Revise routing to use 16th Avenue SW, SW Genesee Street, SW Avalon Way, SW Alaska Street, California Avenue SW and SW Admiral Street between South Seattle Community College and Alki. - Improve service levels to about every 20 minutes in the peak periods.				X		X	33.8	10.9	35.4	12.0	17.2	5.8
143EX	- Reduce one morning and one afternoon trip.		X			X		22.9	14.1				
148	- Decrease service levels to about every 60 minutes during the peak periods and midday weekdays.		X				X	16.4	5.2	17.3	6.0	19.8	7.0
154	- Discontinue route.		X				X	18.4	5.3				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3D: Service change beginning September 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
156	- Decrease service levels to about every 60 minutes during midday weekdays. - Discontinue night service at approximately 7:00 PM everyday.		X				X	15.2	4.6	15.5	5.3	10.2	2.6
167	- Discontinue route.		X				X	26.1	21.0				
181	- Discontinue night service at approximately 9:00 PM.		X			X		28.0	8.4	27.2	9.8	17.4	4.3
182	- Decrease service levels to about every 60 minutes during the peak periods.		X			X		16.3	4.4	19.6	6.2		
186	- Decrease service levels to about every 60 minutes during the peak periods.		X				X	12.6	3.2				
200	- Discontinue route.		X				X	9.5	2.0	13.4	3.5		
201	- Discontinue route.		X				X	5.7	1.2				
212	- Add three morning and three afternoon reverse-peak direction trips since route 217 would no longer operate.			X		X		36.0	18.7				
214	- Reduce five morning and six afternoon trips.		X			X		24.6	14.9				
217	- Discontinue route.		X				X	24.5	15.7				
226	- Discontinue night service at approximately 9:00 PM everyday.		X			X		27.6	7.0	25.6	6.0	12.4	2.9

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3D: Service change beginning September 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
232	- Reduce one morning and one afternoon peak direction trip. - Eliminate reverse-peak trips from Bellevue to Redmond in the morning and back in the afternoon.		X				X	17.7	6.1				
240	- Discontinue night service at approximately 9:00 PM everyday.		X			X		23.6	8.3	22.2	8.9	15.1	6.3
241	- Decrease service levels to about every 60 minutes during midday weekdays and on Saturday.		X				X	16.9	4.1	16.1	3.9	10.6	2.4
244EX	- Discontinue route.		X				X	12.4	5.0				
248	- Decrease service levels to about every 45-60 minutes after approximately 7:00 PM everyday. - Discontinue night service at approximately 9:00 PM everyday.		X			X		21.4	5.3	19.9	4.9	13.6	3.1
249	- Decrease service levels to about every 45-60 minutes after approximately 7:00 PM everyday.		X			X		19.6	4.8	13.4	3.3	8.2	1.8
269	- Reduce two morning and four afternoon peak direction trips. - Eliminate reverse-peak trips from Overlake to Redmond in the morning and back in the afternoon.		X				X	12.9	5.5				

Key: Performance Thresholds by Time Period and Market

	Peak		Off Peak		Night		Peak		Off Peak		Night	
	Spring 2013 – Non-Seattle Core						Spring 2013 – Seattle Core					
	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi
Bottom 25%	12.1	2.4	12	2.7	10.9	2.6	24	10.7	32.6	9.8	21.4	6.3
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3	47.3	16.6	51.3	15.4	34.9	10.8

Exhibit 3D: Service change beginning September 2015

Route	Action	Basis for Change				Type of Change		Productivity					
		Lowest Performing	Low Performing	Combining Services	Restructure	Administrative	Ordinance	Peak		Off Peak		Night	
								Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati	Rides/ PlatHr	PassMi / Plati
277	- Discontinue route.		X				X	15.9	6.1				
304	- Discontinue route.		X				X	26.5	14.7				
308	- Discontinue route.		X				X	27.5	14.9				
910DART	- Discontinue route.		X				X	8.5	1.0	9.2	1.8		
913DART	- Discontinue route.		X				X	13.8	2.2				
915DART	- Reduce three trips during the day.		X			X				16.0	4.5		