



King County

Transportation, Economy and Environment Committee

STAFF REPORT

Agenda Item:	6	Name:	Paul Carlson
Proposed No.:	2013-0532	Date:	January 15, 2014
Invited:	Victor Obeso, Manager Service Development, King County Transit Division Marty Minkoff, Service Planning Supervisor, King County Transit Division		

SUBJECT

An ordinance approving June 2014 Metro Transit bus service changes.

SUMMARY

Proposed Ordinance 2014-0532 (Attachment 1) approves service reductions in response to the ending of the Washington State Department of Transportation (WSDOT) funding, which was used to mitigate the traffic impacts of Alaskan Way Viaduct Tunnel Project-related construction. The proposed ordinance modifies seven bus routes effective June 7, 2014. Together with administrative changes to another 14 bus routes, the service change will reduce approximately 45,000 annual hours of bus service. This translates to a loss of some 150 weekday bus trips.

Service changes included in the proposed ordinance:

- Deletion of the Routes 22, 37, 57, and 113.
- Reduced service levels on the Routes 55, 118EX, and 121.

Administrative changes (not included in the proposed ordinance):

- Discontinue WSDOT-funded trips on Routes 17EX, 18EX, 21EX, 56EX, 120, and 358EX/RapidRide E Line.
- Discontinue trips on the Routes 116EX, 122, 123, 125, 128, 131, and 132.

The staff report will review all the changes together. The proposed ordinance bus service changes are implemented through approval of Attachment A to the proposed

ordinance, the list of the routes with a description of the changes and, in the case of the deleted routes, maps showing the deletion of the routes. The administrative changes¹ that do not require Council approval are described in an attachment to the Executive's transmittal letter.

To allow sufficient time to implement the proposed service reductions, the Transit Division has requested Council approval of this ordinance by the end of January. Action at the January 15, 2014 special committee meeting is necessary to allow this schedule to be maintained.

BACKGROUND

Alaskan Way Viaduct Mitigation

In 2008, WSDOT and King County approved three interlocal agreements (ILAs) relating to mitigation for the traffic impacts of the "Moving Forward" projects that are part of WSDOT's Alaskan Way Viaduct megaproject. These are the early action projects that WSDOT began to work on while planning for the Central Waterfront project element continued. The original ILAs were approved in 2008 through the enactment of Ordinance 16250 and revised in 2011 through Ordinance 17194.

GCA 5820 – Enhanced Transit Services

GCA 5820 is the ILA for **Enhanced Transit Services** – it provided up to \$29.7 million for additional bus service and schedule adjustments over four years with a June 30, 2014 deadline. Enhanced Transit Services ("ETS") are bus service hours used to mitigate the impacts of Moving Forward project construction.

Exhibit A to GCA 5820 defined the Scope of Work for ETS, the process by which Metro Transit and WSDOT agreed on an ETS package, performance reporting requirements, and listed 33 candidate bus routes as well as key corridors (called "pathways") for mitigation activity. All bus routes that received Viaduct mitigation were listed in Exhibit A to GCA 5820 or served one of the pathways that was listed in Exhibit A. (However, not all of the 33 bus routes listed in Exhibit A are currently receiving mitigation support.)

The ETS service hour investments fell in two categories:

¹K.C.C. 28.94.020.B, Transit routes and classes of service, defines the cases in which the KCDOT Director is authorized to make changes without Council approval:

B. Changes to regular routes shall be subject to approval by the council except as specifically provided in this section.

1. The director is authorized to approve and implement the following changes of established routes and schedules and to update the "Public Transit Regular Routes" document accordingly:

- a. any single change or cumulative changes in a service schedule that affect the established weekly service hours for a route by twenty-five percent or less;
- b. any change in route location that does not move the location of any route stop by more than one half mile; and
- c. any changes in route numbers.

“Added trips” - The additional capacity bus trips in addition to the trips called for in the regular schedule. About one-third of the service hours are for added trips on Routes 18EX, 21EX, 56EX, 120, 121, and 358/E Line.

“Schedule adjustment” – The hours invested in trips to maintain existing service levels that would otherwise be untenable because of delays caused by construction-related congestion. For example, under normal traffic conditions, a single bus might be scheduled to make a northbound trip and then following a layover, make the return southbound trip. If construction impacts cause significant delay in the first leg of the bus’s assignment, the schedule is thrown so far off that adhering to it is difficult or impossible. Mitigation funds allow for the underlying schedule of buses and trip running times to be adjusted so that riders still perceive the same service levels as before the construction began. Without these adjustments, very poor service quality would result, not just in the area that is obviously affected by construction, but also in areas that are served by the same set of buses. For example, delays to the RapidRide C Line, which is in the heart of the area affected by Viaduct construction, also affect the RapidRide D Line because the same buses cover both routes.

It is this practical impact of construction-related delays that leads the Executive in his transmittal letter to state:

Since construction related impacts will continue until the end of 2015, “undoing” the schedule adjustments is not a viable option for reducing service hours. This would result in significantly unreliable schedules for customers, unacceptable working conditions for operators, less service and capacity in affected corridors, and an increased need for frequent intervention from Metro’s operations control center, which would hamper Metro’s ability to respond to operational issues elsewhere in the system.

Transit Strategic Plan

The Transit Strategic Plan (TSP) and King County Metro Service Guidelines provide guidance on allocation of service hours to transit corridors and bus routes based on productivity, social equity, and geographic value. In general, the Service Guidelines provide policy direction to:

- Restructure service on multiple corridors in an area, if triggered by one or more key reasons (the Alaskan Way Viaduct replacement is one key reason listed in the TSP, although the TSP does not specifically mention the loss of mitigation funding);
- Use priorities to identify service reductions if necessary, with low performance as a key consideration along with the availability of alternative service.
- All routes are evaluated using riders per platform hour and passenger miles per platform mile. Peak routes, which operate only during the morning (6:00 AM to

9:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods, are also evaluated to determine if they are at least 20 percent faster than the alternative service and have rides per trip that are 90 percent or greater compared to the alternative service.

In this case, mitigation funding allowed the Transit Division to invest in service on specified routes and corridors to address a temporary problem. The problem remains even though the funding is removed. The Transit Division proposes to address the 45,000 hour shortfall by revising bus routes in the Viaduct mitigation area, but targeting lower-performing routes and times of day for about two-thirds of the reductions. This approach avoids the problems mentioned in the Executive’s transmittal letter that would result from “undoing” the schedule adjustments on the most productive routes.

The following table lists bus routes proposed for changes in the June 2014 service change. Routes proposed for deletion are listed first, followed by ordinance and administrative reductions. Downtown Seattle is abbreviated as “Seattle CBD,” short for Central Business District. Performance measures are more stringent for routes serving the Seattle Core (the CBD and the University District) than for non-Seattle Core routes. The current performance thresholds are listed in Attachment 5, June 2014 Service Change (Transit Division list of routes).

Routes Proposed for Deletion

Route	Hours²	Location	Alternatives
22	(5,410)	Arbor Heights, Westwood Village, Gatewood, Alaska Junction All-day service (14 trips from Alaska Junction to Arbor Heights, 15 trips from Arbor Heights to Alaska Junction) Lower performing (bottom 50% non-Seattle Core)	Portions of the route lose all fixed-route service. C Line and Route 128 provide alternative service on California Avenue S.W. between Morgan Junction and Alaska Junction. Route 21 Local provides alternative service along 35 th Avenue S.W. between Westwood Village and Gatewood. Route 21 Express provides peak period alternative service in Arbor Heights.
37	(2,700)	Alaska Junction, Alki, Seattle CBD Peak only, peak direction service (four AM trips to Seattle CBD, four PM trips to West Seattle) Lower performing (bottom 25% Seattle Core)	Delete four AM peak and four PM peak trips. All service lost between Alaska Junction and Alki Point on 49 th Avenue SW and Beach Drive SW. Route 56 will provide alternative service during weekday peak hours between 61st Avenue SW/Alki Avenue SW and Seattle CBD via the Admiral District and the Alaskan Way Viaduct. Metro Transit states that Routes 773 and 775 will provide alternative service along portions of Alki Avenue SW and Harbor Avenue SW but note these services are intended only to provide connections to/from the West Seattle Water Taxi to the Seattle CBD.

²Estimated service hour reduction under the proposed change, from a table in the Service Equity Report.

Route	Hours ²	Location	Alternatives
57	(2,500)	Alaska Junction, Genesee Hill, White Center, Westwood Village, Fauntleroy, Alaska Junction, Seattle CBD Peak only, peak direction service (four AM trips to Seattle CBD, four PM trips to West Seattle) Lower performing (bottom 50% Seattle Core, fails one peak route criterion)	Delete all four AM peak and four PM peak trips. Genesee Hill area loses all service. Route 56 provides alternative service between the Admiral District and Seattle CBD. Route 55 provides alternative service along California Avenue S.W. between the Admiral District, Alaska Junction, and Seattle CBD.
113	(2,940)	Shorewood, White Center, Olson-Myers Park-and-Ride, Seattle CBD Peak only, peak direction service (seven AM trips to Seattle CBD, four PM trips to Shorewood) Lower performing (bottom 50% Seattle Core)	Delete seven AM peak trips to Seattle CBD and four PM peak trips to White Center and Shorewood. Shorewood loses fixed-route service to Seattle CBD. Route 120 provides alternative service between White Center and Seattle CBD. Olson-Myers Park-and-Ride also served by Route 60, all-day service connecting White Center and Capitol Hill via Beacon Hill and Georgetown.

Comprehensive Listing of Ordinance (*) and Administrative Reductions

Route	Location	Hours	Description
17EX	Loyal Heights, Sunset Hill, Ballard, Seattle CBD Peak direction, peak period service	(270)	Discontinue one PM trip; Route will still provide five PM trips. The deletion reflects loss of a Route 18EX WSDOT-funded trip.
18EX	North Beach, Ballard, Seattle CBD Peak direction, peak period service	(290)	Discontinue one PM trip; Route will still provide seven PM trips. The deletion reflects loss of a WSDOT-funded trip; a second WSDOT-funded trip is removed from Route 17EX to maintain a balance of PM service in two parts of Ballard.
21EX	Arbor Heights, Roxhill, High Point, West Seattle, SODO, Seattle CBD Peak direction, peak period service	(690)	Discontinue one AM trip and one PM trip; Route will still provide nine AM and nine PM trips. The deletion reflects loss of WSDOT-funded trips.
21	Arbor Heights, Gatewood, White Center, West Seattle, SODO,	(1,740)	Discontinue service after about 10:00 PM; deletes six trips to CBD, five-six trips to

Route	Location	Hours	Description
	Seattle CBD All day service Off-peak and night service is lower-performing (bottom 25% Seattle Core riders, bottom 50% passenger miles)		Westwood. Deletion of night trips allows resources to preserve needed peak service.
55*	Admiral District, Alaska Junction, Seattle CBD Peak direction, peak period service Lower performing (bottom 50% Seattle Core routes, fails both peak route criteria)	(1,400)	Delete one AM and two PM trips, leaving six AM peak trips and five PM peak trips.
56EX	Alki, Admiral District, SODO, Seattle CBD Peak direction, peak period service	(1,030)	Discontinue two AM trips and two PM trips; Route will still provide seven AM trips and six PM trips.
116EX	Fauntleroy Ferry Dock, Seattle CBD Peak direction, peak period service Lower performing (bottom 25% Seattle Core routes, fails one peak route criterion).	(800)	Discontinue one AM trip and two PM trips; Route will still provide nine AM and nine PM trips.
118EX*	Vashon to Seattle CBD Peak direction, peak period service	(1,190)	Reduce to one AM trip and one PM trip; Route will still provide one AM and one PM trip Note that no change is proposed to the regular Route 118.
120	Burien, White Center, Delridge, Seattle CBD All day service.	(4,310)	Discontinue two AM trips and two PM weekday peak period trips; Route will still provide all day service. The deletion reflects loss of WSDOT-funded trips.
121*	Des Moines, Normandy Park, Seattle CBD Peak direction, peak period service Lower performing route (bottom	(6,580)	Discontinue ten AM trips and eleven PM trips; Route will still provide six AM and seven PM trips. The deletion reflects loss of WSDOT-funded trips.

Route	Location	Hours	Description
	25% Seattle Core, fails both peak route criteria)		
122	Des Moines, Normandy Park, Seattle CBD Peak direction, peak period service Lower performing (bottom 25% Seattle Core riders, bottom 50% passenger miles)	(1,340)	Discontinue two AM trips and two PM trips; Route will still provide five AM and five PM trips.
123X	Gregory Heights, Seahurst, Burien, SODO, Seattle CBD Peak direction, peak period service. Lower performing (bottom 50% Seattle Core riders, fails both peak route criteria).	(620)	Discontinue one AM and two PM trips, Route will still operate three AM and three PM peak trips.
125	Shorewood, Westwood Village, White Center, South Seattle Community College, Seattle CBD All day service Off-peak and night service is lower performing (bottom 25% Seattle Core riders).	(2,410)	Discontinue Saturday service and discontinue evening service after approximately 9:00 PM (evening reduction is approximately three trips each direction). Deletion of Saturday and evening services allows peak period service enhancements to be retained.
128	Admiral District, Alaska Junction, High Point, South Seattle Community College, White Center, Boulevard Park, Southcenter/Tukwila All day service. Night service is lower performing than peak and off-peak service.	(2,220)	Discontinue evening service after approximately 10:30 PM. Deletion of evening services allows peak period service enhancements on higher-performing routes to be retained.
131	Burien, SODO, Seattle CBD All day service Off-peak and night service is lower performing (off-peak bottom 25% riders Seattle Core, night bottom 50%).	(1,010)	Revise evening service frequency to operate hourly after 7:00 PM and discontinue service after approximately 11:30 PM. Reduction of evening services allows peak period service enhancements on higher performing routes to be retained.
132	Burien, Boulevard Park, South Park, Georgetown, SODO, Seattle CBD	(2,150)	Revise evening service frequency to operate hourly after 7:00 PM and discontinue service after approximately

Route	Location	Hours	Description
	All day service. Off-peak and night service is lower performing (bottom 25% Seattle Core riders, off-peak bottom 50% passenger miles).		11:30 PM. Reduction of evening services allows peak period service enhancements on higher performing routes to be retained.
358/E Line	Aurora Avenue North between Shoreline and Seattle CBD All day service. See discussion, below.	(3,630)	E Line receives 20,000 added service hours in February 2014, compared to current Route 358. For June, Revise E Line schedule to reduce service hours, including Sunday service frequency to operate approximately every 20 minutes and weekday adjustments to minimize impact on riders. Changes reflect loss of WSDOT-funded trips.

RapidRide E Line (Route 358)

The E Line (Aurora Avenue between Shoreline and Seattle CBD) was part of the original voter-approved Transit Now ballot measure and was preserved as a priority investment when the economic downturn required budget cuts for Metro Transit. The Route 358 currently serves the corridor and receives AWV mitigation investments. The E Line is scheduled to replace Route 358 in February 2014.

The E Line is slated to receive 20,000 additional service hour investments within the adopted Metro Transit budget, above the Route 358 service hour investment. In June, the reduction of about 3,600 WSDOT-funded service hours will result in a net increase of about 16,400 service hours.

On weekdays, Route 358 operates about every 5–10 minutes in the peak direction (AM/southbound and PM/northbound) and about every 15 minutes during the reverse peak (AM/northbound and PM southbound). During the midday and early evening until about 8:00 PM, service operates about every 15 minutes. Between 8:00 PM and the end of service, buses run about every 30 minutes. On Saturday Route 358 operates about every 15 minutes until about 7:00 PM and about every 30 minutes until the end of service. On Sunday Route 358 operates about every 30 minutes.

The RapidRide E Line will improve service frequencies with an extended 10 minute service span, including the reverse peak direction, while peak direction service will continue to operate about every 5–10 minutes. Midday frequencies are improved to about every 12 minutes. Weekday evening service will be every 15 minutes until about 10:00 PM, and will be about every 20 minutes until the end of service. On Saturday, E Line service frequencies are improved slightly to about every 12 - 15 minutes during the day, about 20 minutes in the evening until approximately 10:30 PM and 30 minutes until

the end of service. On Sunday, service would be improved to operate about every 15 minutes for most of the day until about 10:30 and 30 minutes until the end of service.

Ordinance 17584, the Fall 2013 Service Change Ordinance, included the RapidRide E Line scheduled to begin in February 2014. Following the June 2014 service adjustments, the frequency proposed for the E Line is expected to be consistent with the description approved at that time, except for the Sunday frequency which may be closer to 20 minutes:

-On weekdays, operate 7 – 12 minutes in the peak direction and 10 – 15 minutes in the reverse peak direction, operate 10 – 15 minutes during off-peak midday and evening period, every 15 – 30 minutes at night between 7 and 11 PM , and every 30 – 60 minutes from 11 PM until the end of service.

-On Saturday and Sunday, operate 10 – 15 minute service until about 11 PM and every 30 to 60 minutes until the end of service.

The E Line will receive a net increase of more than 16,000 hours. The Transit staff will work to combine the service hour additions with the removal of Viaduct mitigation service hours to minimize rider impacts including crowding. Transit staff expects the outcome to be slightly lower frequency on Sunday when crowding is less likely to be an issue, and weekday frequency that is consistent with the E Line frequencies in service change Ordinance 17584 and keyed to address capacity needs.

Service Equity Analysis

Transmitted along with Proposed Ordinance 2013-0532 is the Service Equity Report. This analysis reviews proposed changes through lenses of impact on low-income and minority communities. The Transit Division has carried out this kind of analysis before, but is now including the analysis in the ordinance packet consistent with the 2013 update to the Transit Strategic Plan and Federal Transit Administration direction to heighten equity awareness.

The question for this and any other major service reduction, is whether there is a disparate impact on minority populations compared to non-minority populations, and whether there is a disproportionate burden because the impact on low-income populations is significantly greater than on non-low-income populations.

Metro analysis for this proposed service change concludes that there is neither a disparate nor a disproportionate impact.

Metro Transit Outreach

Metro Transit conducted public outreach on the June 2014 service reductions as part of the broader outreach on the major service reduction. This staff report addresses the June 2014 service changes, but note that additional reductions in the area are included in the large package of service reductions that has been presented for public review.

ANALYSIS

Proposed Ordinance 2013-0532 and the associated administrative service changes address the difficult situation posed by the termination of WSDOT funding to mitigate the impacts of Viaduct project construction while these impacts continue to affect traffic and transit service on key regional corridors. The challenge is all the greater because this proposal is considered simultaneously with planning for a very large systemwide service reduction that may be implemented over the next four service changes, September 2014 through September 2015.

The Transit Division proposes to address the termination of WSDOT funding by restructuring service in the affected area so that some routes will continue to receive schedule adjustment hours. This restructuring accomplishes the removal of the 45,000 hours no longer supported by WSDOT funding. Council staff analysis focuses on these aspects of the proposal:

- (1) Is maintaining the schedule adjustment investment in some bus routes the right approach?
- (2) If yes, are the proposed reductions the most reasonable choices to make?

Maintaining Schedule Adjustments

In considering whether the Transit Division's proposed ordinance and administrative changes are appropriate, a threshold question is whether the schedule adjustment hours could be backed out of the routes they are invested in. The Transit Division's schedulers state that taking the schedule adjustment hours out of the higher performing routes would result in a very serious decline in service quality, potentially requiring an emergency response by the Transit Division.

Of the 45,000 total service hour reduction outlined in this proposal, about one-third of the service hours are currently invested in adding trips to Routes 18EX, 21EX, 56EX, 120, 121, and 358/E Line. The other two-thirds of the service hours are invested in schedule adjustments to Routes 21, 21EX, 37, 55, 56EX, 57EX, 113, 116EX, 118EX, 120, 121, 122, 123, 125, and the RapidRide C Line.

Because all 45,000 of the project mitigation-related transit service hours are invested in routes with identified needs, the Metro proposal makes most of the overall transit service cuts by reducing other, lower-performing routes within the same geographic area. In effect, the June 2014 service change is a restructure of service in the West Seattle-southwest King County area. The proposed reductions eliminate some added trips, but retain others on the Routes 18EX, 21EX, 120, and RapidRide E/358. Some of the schedule adjustment hours are reduced on the Route 120, the RapidRide C Line, and three of the routes proposed for cancellation (37, 57, 113).

Evaluating the Proposed Changes

Given the schedulers' unequivocal recommendation to maintain investments in the higher performing bus routes, are the proposed reductions reasonable?

Most of the service hour reductions are focused on routes identified by the Transit Division as lower-performing routes in the area. The description of each route in this staff report, describes the performance characteristics of these routes. Attachment 5, June 2014 Service Changes, summarizes the reasons for the proposed reductions. The King County Metro Service Guidelines establish priorities for reducing service; the proposal appears to reflect these priorities.

Council staff reviewed the proposed changes and looked at Spring 2013 performance measures for the affected bus routes as well as other bus routes such as the C Line, which will continue to receive schedule adjustment hours freed up by the reductions proposed for other routes. The proposed set of reductions is a reasonable application of the Service Guidelines priorities to this situation.

ATTACHMENTS

1. Proposed Ordinance 2013-0532
2. Executive's Transmittal Letter
3. Fiscal Note
4. Service Equity Report
5. June 2014 Service Changes (Transit Division list of routes)
6. Transit Division Powerpoint

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KING COUNTY
Signature Report

January 13, 2014

Ordinance

Proposed No. 2013-0532.1

Sponsors Phillips

1 AN ORDINANCE implementing public transportation
2 service changes in June 2014 scheduled service change.

3 STATEMENT OF FACTS:

4 1. On October 23, 2008, the Washington state Department of
5 Transportation ("WSDOT") and King County entered into GCA 5820, an
6 agreement for Enhanced Transit Services ("the ETS agreement") for the
7 Early Safety and Mobility projects of the Alaskan Way Viaduct and
8 Seawall Replacement Program ("Moving Forward projects").

9 2. The ETS agreement with WSDOT provided a means to transfer
10 moneys from WSDOT to the King County transit division ("Metro
11 transit") to mitigate traffic congestion and disruption associated with the
12 Moving Forward projects. The moneys have paid for additional buses and
13 expanded service hours.

14 3. On November 28, 2011, the ETS agreement was amended to extend its
15 term from December 31, 2013, to June 30, 2014, and to allow the West
16 Seattle water taxi to be included as one of the modes eligible for
17 enhancement under the ETS agreement, allowing Metro transit to contract
18 with the King County ferry district in order to provide a mechanism to
19 implement and fund supplementary water taxi service.

20 4. On October 19, 2012, the ETS agreement was further amended to
21 revise the definitions of Moving Forward projects as referenced in the
22 agreement to include all state-funded projects and related utility
23 relocations authorized by the Washington state Legislature under Chapter
24 518, Section 305, Laws of Washington 2007 and Chapter 458, Laws of
25 Washington 2009; and to expand terms addressing travel corridors,
26 commuter sheds, travel time, schedule adjustments and reliability for
27 Moving Forward projects to include measures necessary to mitigate traffic
28 impacts and congestion during the construction phase of Alaskan Way
29 Viaduct program projects required to complete the State Route 99 bored
30 tunnel project.

31 5. In accordance with the ETS agreement, Metro transit regularly reports
32 to WSDOT on the performance of transit services. As reported in the
33 volume 11 (February 2013–June 2013) report, transit services in corridors
34 impacted by construction on the Alaskan Way Viaduct are up to seven
35 minutes per trip slower during peak periods and are attracting thirty-three
36 thousand more rides each day compared to before viaduct construction
37 began.

38 6. Service changes proposed for June 2014 are intended to address the
39 loss of funding from WSDOT when the ETS agreement expires June 30,
40 2014. However, construction-related travel time and congestion impacts
41 of the state's Viaduct replacement project are expected to continue until
42 the State Route 99 bored tunnel project is complete at the end of 2015,

43 with subsequent impacts of the City of Seattle's central waterfront
44 construction project expected to extend through 2019.

45 7. Service changes proposed for June 2014 affect the areas and service
46 corridors in which construction-related impacts will continue to occur, but
47 which will no longer be benefitted by WSDOT-funded mitigation efforts
48 when the ETS agreement expires in June. Within these areas and
49 corridors, the King County Metro Service Guidelines have been applied
50 with the goal of limiting adverse impacts on riders and traffic as much as
51 possible.

52 8. The proposed changes to Metro transit's fixed route transit network
53 include changes that affect service in the cities of Des Moines, Normandy
54 Park, Burien and Seattle, as well as portions of unincorporated King
55 County.

56 9. The proposed changes are consistent with the policy direction and
57 priorities adopted on August 30, 2013, in the Updates to the Strategic Plan
58 for Public Transportation 2011-2021 and associated King County Metro
59 Service Guidelines under Ordinance 17641.

60 10. Metro transit conducted required public outreach and Title VI analysis
61 in accordance with King County Code and policy.

62 11. The proposed changes are within the adopted 2013-14 service hour
63 budget.

64 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

65 SECTION 1. The public transportation service changes for King County,
66 substantially as described in Attachment A to this ordinance, are hereby approved and
67 will be implemented effective June 7, 2014.
68

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. June 2014 Public Transportation Service Change for King County

**JUNE 2014
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY
(Not including administratively implemented changes)**

ROUTE: 22

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

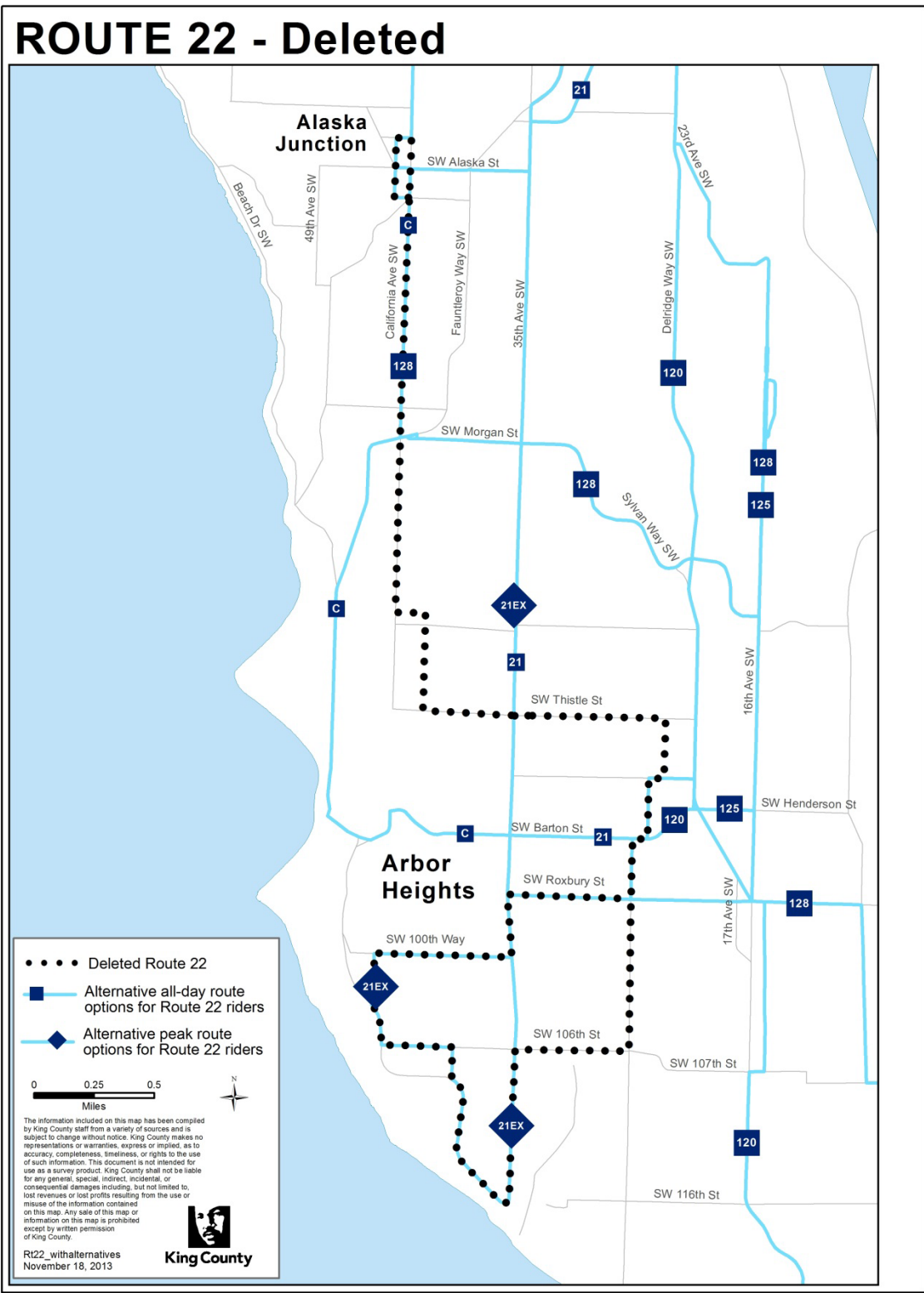
IMPACTED SERVICE AREA:

Arbor Heights, Westwood Village, Gatewood, Alaska Junction

SERVICE CHANGE:

Discontinue route.

The C Line and Route 128 will provide alternate service along California Avenue Southwest between Morgan Junction and Alaska Junction. Route 21 Local will provide alternate service along 35th Avenue Southwest between Westwood Village and Gatewood. Routes 21 Express will provide alternative service during peak periods in Arbor Heights.



ROUTE: 37

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Alaska Junction, Alki, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 56 will provide alternative service during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between 61st Avenue Southwest / Alki Avenue Southwest and Downtown Seattle via the Admiral District and the Alaskan Way Viaduct. Routes 773 and 775 will provide alternative service along portions of Alki Avenue Southwest and Harbor Avenue Southwest with connections to/from the West Seattle Water Taxi between Seacrest Park on Harbor Avenue Southwest and Pier 50 on the Seattle waterfront.



ROUTE: 55

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Admiral District, Alaska Junction, Downtown Seattle

SERVICE CHANGE:

Revise the service levels on Route 55 to operate six morning trips and five afternoon trips during the weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.).

ROUTE: 57

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Alaska Junction, Genesee Hill, Admiral District, Downtown Seattle

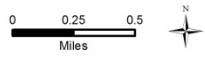
SERVICE CHANGE:

Discontinue route.

Route 56 will provide alternative service between the Admiral District and Downtown Seattle. Route 55 will provide alternative service along California Avenue Southwest between the Admiral District, Alaska Junction and Downtown Seattle.



ROUTE 57 Deleted



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Rt57_withalt
November 19, 2013



ROUTE: 113

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

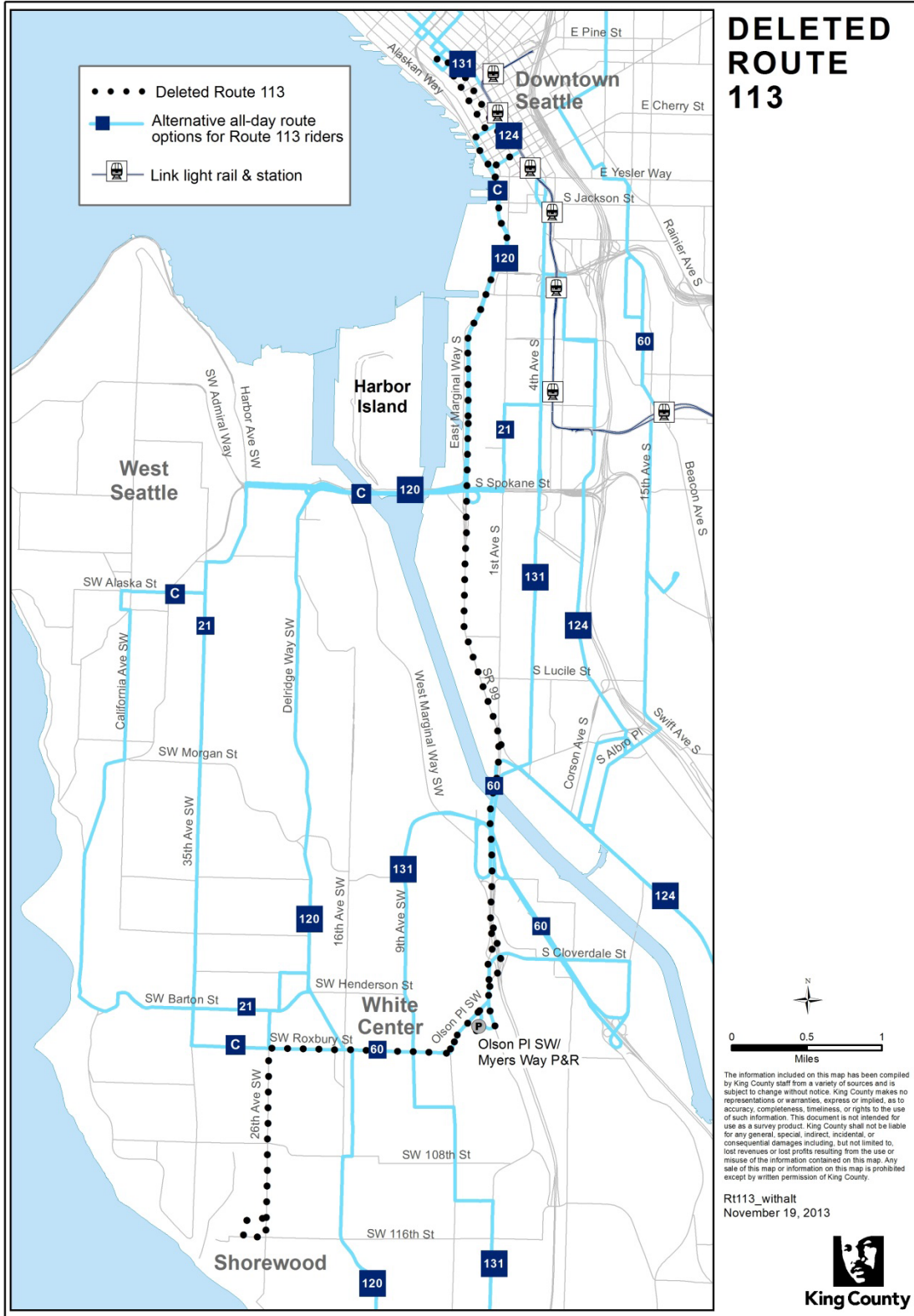
IMPACTED SERVICE AREA:

Shorewood, White Center, Olson-Myers Park and Ride, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

No alternative fixed-route service will be available between Shorewood and Downtown Seattle. Alternative commuter options may include carpooling and vanpooling. Route 120 will provide alternative service between White Center and Downtown Seattle. Route 60 will provide service between the Olson-Myers Park and Ride and Beacon Hill with connections to downtown Seattle via Route 124 in Georgetown.



ROUTE: 118 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Vashon Island, Fauntleroy, West Seattle, Downtown Seattle

SERVICE CHANGE:

Revise the service levels on Route 118 Express to operate one morning trip starting at approximately 6:30 a.m. and one afternoon trip starting at approximately 4:30 p.m.

Route 118 Local will provide alternative service on Vashon Island with connections to/from Washington State Ferries operating between Vashon and Fauntleroy. The RapidRide C Line and Route 116 Express will provide alternative service between Fauntleroy, West Seattle, and Downtown Seattle.

ROUTE: 121

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Highline Community College, Des Moines, Normandy Park, Burien,
Downtown Seattle

SERVICE CHANGE:

Revise the service levels on Route 121 to operate six morning trips and seven afternoon trips during the weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.).

December 13, 2013

The Honorable Larry Gossett
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Gossett:

This letter transmits an ordinance that sets forth recommended service changes for June 2014 to address the loss of funding from the Washington State Department of Transportation (WSDOT) to mitigate ongoing construction related impacts of replacing the Alaskan Way Viaduct (Viaduct). In 2007, recognizing the impact of traffic delays expected during Viaduct replacement, WSDOT committed to providing \$31.9 million to King County to enhance transit service, improve bus monitoring equipment and promote additional travel options during construction. A majority of this funding went directly to providing additional transit service on the Viaduct or nearby corridors, including the West Seattle Water Taxi and shuttles, to ensure schedule reliability and help reduce vehicle travel demand.

These transit service investments have kept people moving during construction, with 33,000 more rides occurring each day in corridors impacted by Viaduct construction than before the project began and 25,000 fewer vehicles on State Route 99 (SR-99) in this segment. However, the agreement between King County and WSDOT that supports Viaduct related mitigation service expires on June 30, 2014. Meanwhile, construction related impacts of the state's Viaduct replacement project are expected to continue until the SR-99 tunnel project is complete at the end of 2015 with subsequent City of Seattle Central Waterfront construction expected to continue through 2019. This loss of service will mean more crowded buses, fewer options for commuters, heavier traffic congestion and longer delays.

A set of service reductions is proposed for the Council's consideration in areas where WSDOT currently funds added trips and reimburses Metro for the cost of adjusting bus schedules due to longer travel times. Recommended changes include the deletion of four routes and reduced service on three routes. In addition, other related service reductions will be implemented administratively pursuant to the Director's authority as provided for in KCC 28.94.020 (B). A list of changes is attached to this letter, *June 2014 Service Change, Administrative Changes and Changes in Service Change Ordinance with Spring 2013*

The Honorable Larry Gossett
December 13, 2013
Page 2

Performance Data. This attachment identifies the associated action for each route and provides the basis for the change and performance data by time period, as reported in Metro's 2013 Service Guidelines Report. Changes included in the ordinance, along with these administrative changes, will eliminate approximately 45,000 annual service hours, the amount currently funded by WSDOT. Affected areas include Des Moines, Normandy Park, SeaTac, Burien, Tukwila, Vashon Island, White Center, West Seattle, SODO, Downtown Seattle, Northwest Seattle, and Shoreline. Impacts are depicted in two maps attached to this letter: *June 2014 Service Change Impacts: North*; and *June 2014 Service Change Impacts: South*. The *June 2014 Service Change: Service Equity (Title VI) Analysis* is also attached. It documents that the June 2014 service change would not have a disparate impact on minority populations or a disproportionate burden on low-income populations.

Approximately one-third of the service hours reduction would occur on routes with trips funded by WSDOT, with the remaining two-thirds to occur through the reduction of service on lower performing routes within areas and service corridors that received service investments funded by WSDOT. The portion of service hour reduction in the latter category corresponds with the service hours WSDOT currently invests in schedule adjustments.

Since construction related impacts will continue until the end of 2015, "undoing" the schedule adjustments is not a viable option for reducing service hours. This would result in significantly unreliable schedules for customers, unacceptable working conditions for operators, less service and capacity in affected corridors, and an increased need for frequent intervention from Metro's operations control center, which would hamper Metro's ability to respond to operational issues elsewhere in the system.

Therefore, I am proposing to maintain most of the investments in schedule adjustments and instead reduce lower performing service to achieve the necessary service hour reduction. My proposed actions include the deletion of four routes and reduced service on 17 others, primarily in West Seattle and Southwest King County. These actions, while significant, will limit negative impacts to far fewer people. The application of performance-based reductions is consistent with the King County Metro Strategic Plan for Public Transportation 2011-2021 and associated service guidelines. Metro's Strategic Plan aligns public transportation activities with the goals, objectives and strategies identified in the county's strategic plan.

It is with deep regret that I am proposing to reduce service at a time when ridership is growing, but without funding from WSDOT to support Metro through the remainder of this construction project, I am left with no choice. More than 40 percent of commute trips into downtown Seattle occur on transit. Downtown Seattle's mobility depends on transit, now more than ever. Service reductions will surely result in more cars on the road, with the ripple effects of traffic slowdowns felt throughout the region as vehicles divert to Interstate 5 and other arterials to avoid construction delays. Unfortunately, the proposed changes are counter to the King County Strategic Climate Action Plan goals to reduce the need for driving and to encourage the use of sustainable transportation choices such as public transit.

The Honorable Larry Gossett
December 13, 2013
Page 3

These reductions are a significant precursor to a system-wide reduction of up to 600,000 annual service hours expected to occur beginning in September 2014 without additional funding to support transit. Most areas impacted by reductions in June 2014 would be subject to further reductions. Public outreach began in November 2013 to address the system-wide service reductions to address Metro's overall budget shortfall, as well as the reductions to address the loss of WSDOT funding, which together result in the loss of up to 645,000 annual service hours. In particular, West Seattle is significantly impacted due to the concentration of WSDOT investments and the need to reduce a commensurate level of service in that area – on top of the system-wide reductions needed to address Metro's broader financial challenges.

Thank you for your consideration of the June 2014 service change ordinance. This legislation, together with related administrative changes, will align Metro's operating expenses with the amount of operating revenue available.

If you have any questions, please contact Kevin Desmond, General Manager, Metro Transit Division, at 206-477-5910, or Victor Obeso, Manager, Service Development, Metro Transit Division, at 206-477-5778.

Sincerely,

Dow Constantine
King County Executive

Enclosure

cc: King County Councilmembers
 ATTN: Michael Woywod, Chief of Staff
 Anne Noris, Clerk of the Council
Fred Jarrett, Deputy County Executive, King County Executive Office (KCEO)
Joe Woods, Deputy Chief of Staff, KCEO
Carrie S. Cihak, Director, Policy and Strategic Initiatives, KCEO
Dwight Dively, Director, Office of Performance, Strategy and Budget
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Paul Brodeur, Division Director, Marine Division, DOT
Kevin Desmond, General Manager, Metro Transit Division, DOT
Victor Obeso, Manager, Service Development, Metro Transit Division, DOT
Marty Minkoff, Supervisor, Service Planning, Service Development, Metro Transit Division, DOT
Jonathon Bez, Supervisor, Scheduling, Service Development, Metro Transit Division, DOT

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FISCAL NOTE
Metro Fixed Route Service

Ordinance/Motion No.: 2013-XXXX
Title: June 2014 Public Transportation Service for King County
Affected Agencies: Transit
Note Prepared By: Jeremy Fichter
Note Reviewed By: Duncan Mitchell

Impact of changes to Metro fixed route service included in the above legislation on the fiscal affairs of King County is estimated to be:

Revenue to:

Fund Title	Fund Code	Revenue Source	2014	2015	2016
Public Transportation	4640	Fare Rev	-\$648,253	-\$1,214,244	-\$1,236,734
TOTAL			-\$648,253	-\$1,214,244	-\$1,236,734

Expenditures from:

Fund Title	Fund Code	Department	2014	2015	2016
Public Transportation	4640	Transit	-\$2,813,097	-\$5,123,931	-\$5,318,640
TOTAL			-\$2,813,097	-\$5,123,931	-\$5,318,640

Expenditures by Categories:

	2014	2015	2016
Salaries & Benefits	-\$1,969,168	-\$3,586,751	-\$3,723,048
Supplies and Services	-\$843,929	-\$1,537,179	-\$1,595,592
Capital Outlay			
Other			
TOTAL	-\$2,813,097	-\$5,123,931	-\$5,318,640

Assumptions:

	2014	2015	2016
Small Bus	-887	-1,271	-1,271
40' Diesel/Hybrid	-10,984	-19,340	-19,340
60' Diesel	-5,017	-8,884	-8,884
60' Hybrid BRT	0	0	0
60' Hybrid	-8,915	-15,727	-15,727
40' Trolley	0	0	0
60' Trolley	0	0	0
DART	0	0	0

Net Hours

	2014	2015	2016
Small Bus	\$93.96	\$97.53	\$101.24
40' Diesel/Hybrid	\$96.37	\$100.04	\$103.84
60' Diesel	\$142.92	\$148.35	\$153.99
60' Hybrid BRT	\$101.54	\$105.40	\$109.41
60' Hybrid	\$107.03	\$111.10	\$115.32
40' Trolley	\$89.01	\$92.39	\$95.90
60' Trolley	\$98.67	\$102.41	\$106.31
DART	\$95.09	\$98.70	\$102.45
Small Bus	\$65.77	\$68.27	\$70.86
40' Diesel/Hybrid	\$67.46	\$70.03	\$72.69
60' Diesel	\$100.04	\$103.85	\$107.79
60' Hybrid BRT	\$71.08	\$73.78	\$76.59
60' Hybrid	\$74.92	\$77.77	\$80.72
40' Trolley	\$62.31	\$64.68	\$67.13
60' Trolley	\$69.07	\$71.69	\$74.41
DART	\$66.56	\$69.09	\$71.72

Change in fare paying ridership is estimated to be 26 rides per service hour. Average fare is assumed to be \$1.142 in 2014, \$1.220 in 2015 and \$1.243 in 2016

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June 2014 Service Change

Service Equity (Title VI) Analysis
December 3, 2013

June 2014 Service Change Overview

In June 2014, Metro is planning to reduce approximately 45,000 annual service hours to address the loss of funding from the Washington State Department of Transportation (WSDOT) to mitigate ongoing construction related impacts of replacing the Alaskan Way Viaduct (Viaduct). In 2007, recognizing the impact of traffic delays expected during Viaduct replacement, WSDOT committed to providing \$31.9 million to King County to enhance transit service, improve bus monitoring equipment and promote additional travel options during construction. A majority of this funding went directly to providing additional transit service on the Viaduct or nearby corridors, including the West Seattle Water Taxi and shuttles, to ensure schedule reliability and help reduce vehicle travel demand. Although construction-related impacts of the state's Viaduct replacement project are expected to continue until the SR-99 tunnel project is complete at the end of 2015 with subsequent City of Seattle Central Waterfront construction expected to continue through 2019, the agreement between King County and WSDOT that supports Viaduct related mitigation service expires on June 30, 2014.

A set of service reductions are proposed in areas where WSDOT currently funds added trips and reimburses Metro for the cost of adjusting bus schedules due to longer travel times. Recommended changes include the deletion of four routes and reduced service on three routes. In addition, other related service reductions will be implemented administratively pursuant to the Director's authority as provided for in KCC 28.94.020 (B). A list of changes is provided in Appendix 1. This attachment identifies the associated action for each route, provides the basis for the change, indicates whether the route is classified as low-income or minority and whether the change would result in an adverse effect. Changes included in the ordinance, along with these administrative changes, would eliminate approximately 45,000 annual service hours, the amount currently funded by WSDOT. Affected areas include Des Moines, Normandy Park, SeaTac, Burien, Tukwila, Vashon Island, White Center, West Seattle, SODO, Downtown Seattle, Northwest Seattle, and Shoreline. Impacts are depicted in the two maps included in Appendix 2.

Approximately one-third of the service hours reduction would occur on routes with trips currently funded by WSDOT, with the remaining two-thirds to occur through the reduction of service on lower performing routes within areas and service corridors that received service investments funded by WSDOT. The portion of service hour reduction in the latter category corresponds with the service hours WSDOT currently invests in schedule adjustments. Since construction-related impacts will continue until the end of 2015, "undoing" the schedule adjustments is not a viable option for reducing service hours. Therefore, the proposal maintains most of the investments in schedule adjustments, and reductions to lower performing services are proposed to achieve the necessary service hour reduction. The proposed actions include the deletion of four routes and reduced service on 17 others, primarily in West Seattle and Southwest King County.

Service Guidelines Overview

The 2013 Update to King County Metro's *Strategic Plan for Public Transportation, 2011-2021* and related service guidelines outline the methodology Metro uses to evaluate service changes, consistent with official Federal Transit Administration Title VI requirements (FTA C 4702.1B). The most relevant excerpts from the service guidelines are included below.

Implementation

Metro revises service three times each year—in spring, summer, and fall. The summer service change coordinates with the summer schedule for the University of Washington, because service is adjusted each summer on routes serving the UW. In cases of emergency or time-critical construction projects, Metro may make changes at times other than the three regularly scheduled service changes. However, these situations are rare and are kept to a minimum because of the high level of disruption and difficulty they create. Metro will identify and discuss service changes that address performance-related issues in its annual route performance report.

Any proposed changes to routes are subject to approval by the Metropolitan King County Council except as follows (per King County code 28.94.020):

- Any single change or cumulative changes in a service schedule which affect the established weekly service hours for a route by 25 percent or less.
- Any change in route location which does not move the location of any route stop by more than one-half mile.
- Any changes in route numbers.

Adverse Effect of a Major Service Change

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, or 25 percent or more of the service hours on a route.

Disparate Impact Threshold

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold for determining whether adverse effects are significantly greater for minority compared with non-minority populations is ten percent. Should Metro find a disparate impact, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disparate impacts of the proposed changes.

Metro will measure disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts, or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the percentage of minority population is greater than that of the county as a whole. For regular fixed route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

Disproportionate Burden Threshold

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. Metro's threshold for determining whether adverse effects are significantly greater for low-income compared with non-low-income populations is ten percent. Should Metro find a disproportionate burden, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disproportionate burden of the proposed changes.

Metro will measure disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the county as a whole. For regular fixed route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.

Service Equity Analysis

I. Threshold 1: Is this a Major Service Change? YES.

For the purposes of service equity analysis, a major service change is defined as any change for which Metropolitan King County Council approval is required. Because approval from the Metropolitan King County Council will be required to implement planned changes on seven of the 21 routes that will be directly affected by the June 2014 service change, the changes were considered a major service change. A description of the related administrative changes is also included in this report.

II. Threshold 2: Are Minority or Low-Income Routes Affected? YES.

Characteristics of Affected Routes

The June 2014 service change proposal includes major changes to seven routes, of which:

- 1 is a minority AND low-income route,
- 1 is a minority route only,
- 1 is a low-income route only, and

- 4 are neither minority OR low-income routes

III. Threshold 3: Is there a Disproportionate Impact on Minority or Low-Income Routes? NO.

The determination as to whether the proposed reductions would have a disparate impact on minority populations was made by comparing changes in the number of service hours on minority or non-minority routes. Similarly, the determination as to whether the proposed reductions would have a disproportionate burden on low-income populations was made by comparing changes in the number of service hours on low-income or non-low-income routes.

Results of the analysis are summarized below. This analysis indicates that the proposed reductions would not have a disparate impact on minority populations or a disproportionate burden on low-income populations.

Category	Hours from adversely affected routes ²	% of hours from adversely affected routes	% of hours on routes system-wide	Difference	Disproportionate Burden ³ ?
Low-Income¹	-9,518	42%	53%	-11%	NO
Non-Low-Income	-13,192	58%	47%		
Total	-22,710	100%	100%		

Category	Hours from adversely affected routes ²	% of hours from adversely affected routes	% of hours on routes system-wide	Difference	Disparate Impact ⁴ ?
Minority¹	-8,345	37%	49%	-12%	NO
Non-Minority	-14,365	63%	51%		
Total	-22,710	100%	100%		

Notes:

1. Routes are classified as low-income or minority by comparing the percentage of inbound boardings in low-income or minority census tracts for the route to the percentage of inbound boardings in low-income or minority census tracts for the system as a whole.
2. An adverse effect is defined as a reduction of 25% or more in platform hours.
3. A disproportionate burden occurs when, of all hours removed from adversely affected routes, the percent removed from low-income routes is more than 10 percentage points greater than the percent of hours serving low-income routes system-wide.

4. A disparate impact occurs when, of all hours removed from adversely affected routes, the percent removed from minority routes is more than 10 percentage points greater than the percent of hours serving minority routes system-wide.

Appendix A: Proposed Changes by RouteChanges in Service Change Ordinance

Route	Low - Income Route	Minority Route	Adverse Effect	Action	Basis for Change	Change in Annual Hours (est.)
22	no	yes	yes	Discontinue route	Lower performing	-5,410
37	no	no	yes	Discontinue route	Lower performing	-2,700
55	no	no	yes	Revise the service levels on Route 55 to operate six morning trips and five afternoon trips during the weekday peak hours	Lower performing; fails both peak criteria; WSDOT-funded trips	-1,400
57	no	no	yes	Discontinue route	Lower performing; fails one peak criterion	-2,500
113	yes	yes	yes	Discontinue route	Lower performing; fails one peak criterion	-2,940
118EX	no	no	yes	Revise the service levels on Route 118 Express to operate one morning trip and one afternoon trip	Lower performing	-1,190
121	yes	no	yes	Revise the service levels on Route 121 to operate six morning trips and seven afternoon trips during the weekday peak hours	Lower performing; fails both peak criteria; WSDOT-funded trips	-6,580
Subtotal						-22,720

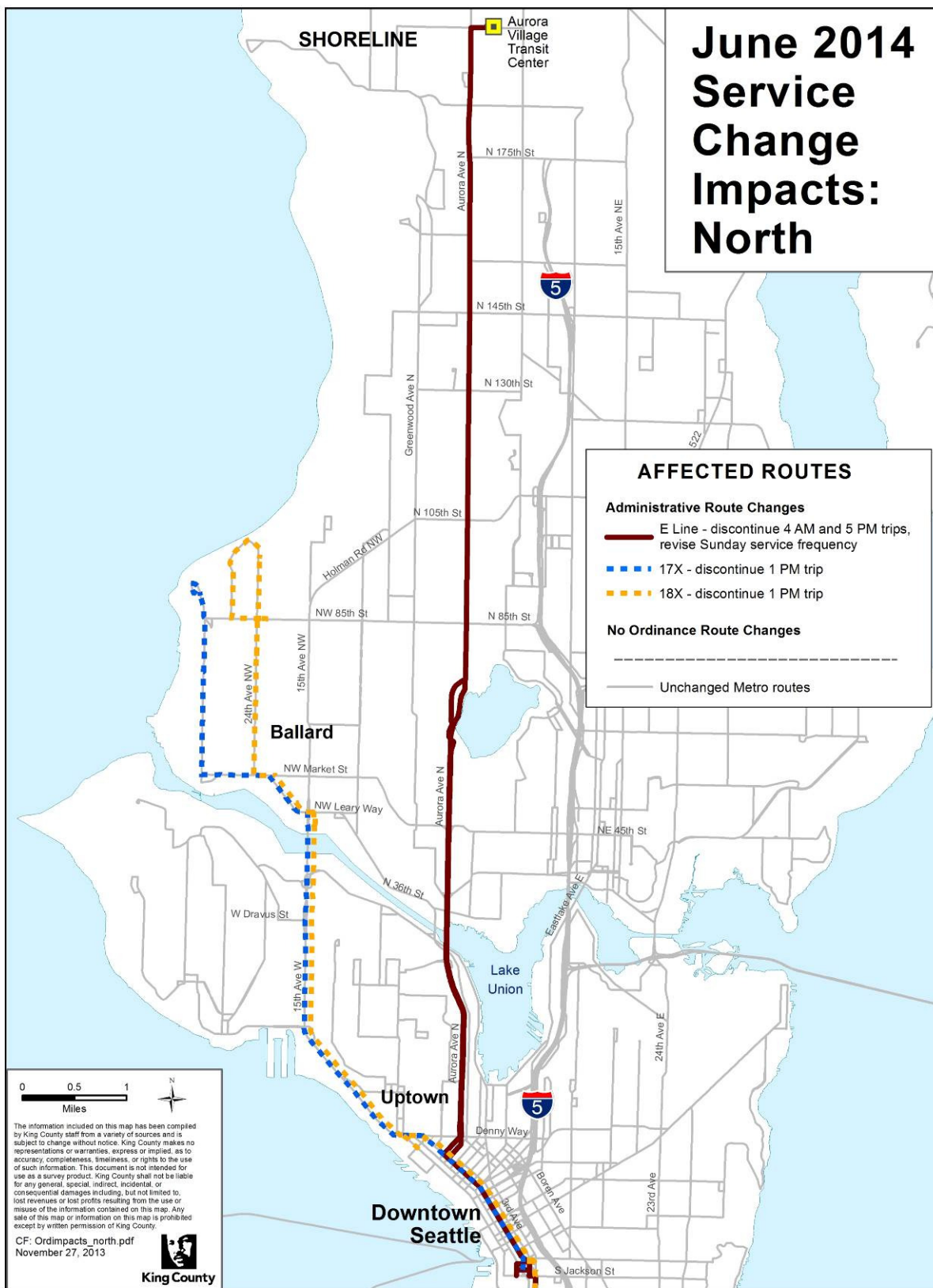
Administrative Changes

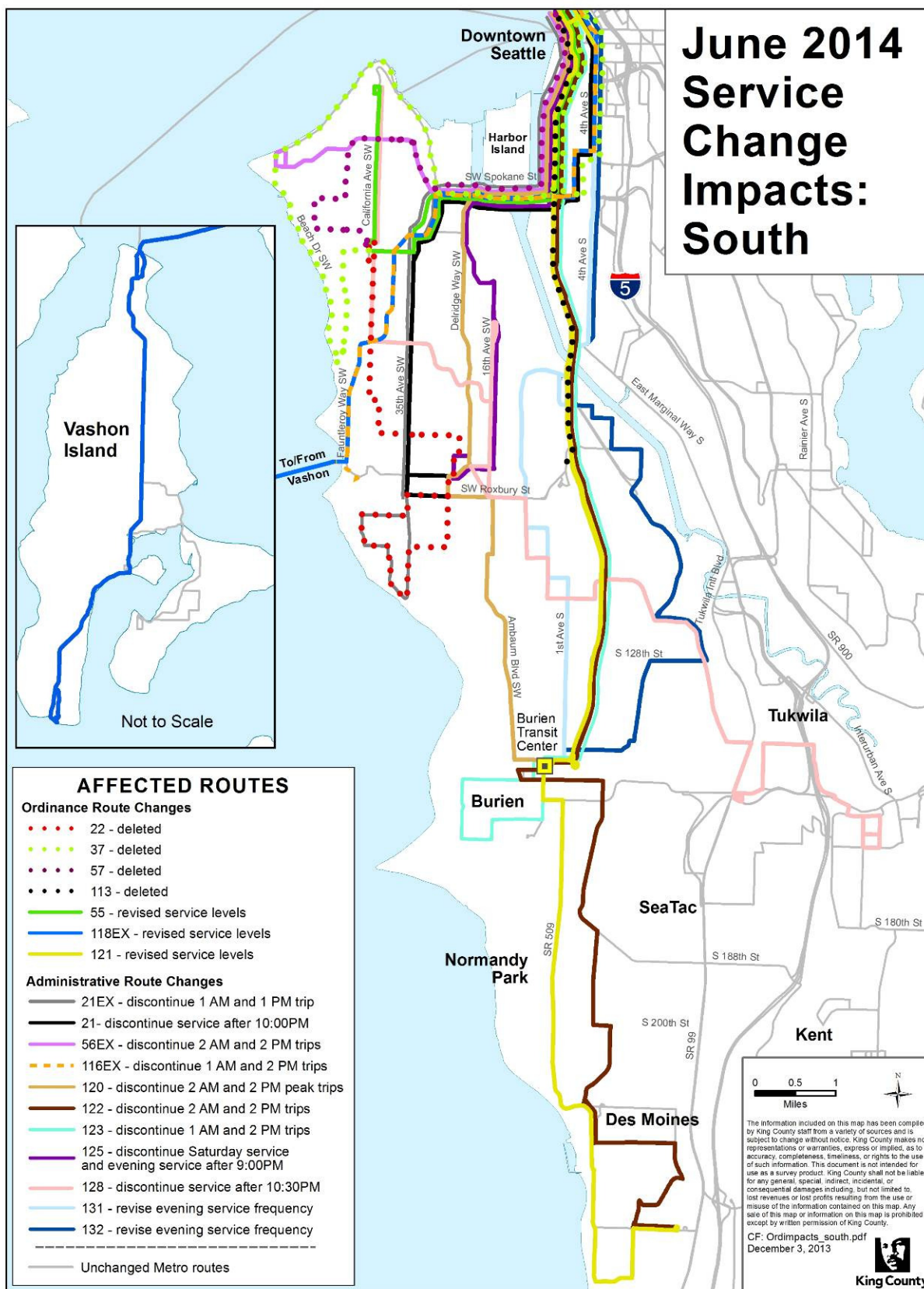
Route	Low - Income Route	Minority Route	Adverse Effect	Action	Basis for Change	Change in Annual Hours (est.)
17EX	no	No	no	Discontinue one PM trip	WSDOT-funded trips (18EX)	-270
18EX	no	no	no	Discontinue one PM trip	WSDOT-funded trips; fails one peak criterion	-290
21EX	no	no	no	Discontinue one AM trip and one PM trip	WSDOT-funded trips	-690
21	yes	yes	no	Discontinue service after approximately 10:00 PM	Lower performing	-1,740
56EX	no	no	no	Discontinue two AM trips and two PM trips	WSDOT-funded trips; fails one peak criterion	-1,030
116EX	no	no	no	Discontinue one AM trip and two PM trips	Lower performing; fails one peak criterion	-800
120	yes	yes	no	Discontinue two AM trips and two PM weekday peak period trips	WSDOT-funded trips	-4,310
122	yes	no	no	Discontinue two AM trips and two PM trips	Lower performing	-1,340
123	yes	no	no	Discontinue one AM trip and two PM trips	Lower performing; fails both peak criteria	-620
125	no	yes	no	Discontinue Saturday service and discontinue evening service after approximately 9:00 PM	Lower performing	-2,410

Route	Low - Income Route	Minority Route	Adverse Effect	Action	Basis for Change	Change in Annual Hours (est.)
128	no	yes	no	Discontinue evening service after approximately 10:30 PM	Lower performing after 10:30 PM	-2,220
131	yes	yes	no	Revise evening service frequency to operate hourly after 7:00 PM and discontinue service after approximately 11:00 PM	Lower performing	-1,010
132	yes	yes	no	Revise evening service frequency to operate hourly after 7:00 PM and discontinue service after approximately 11:30 PM	Lower performing	-2,150
358EX / E Line	no	no	no	Discontinue four AM trips and five PM peak period trips, and revise Sunday service frequency to operate approximately every 20 minutes.	WSDOT-funded trips (peak periods)	-3,630
Subtotal						-22,510
TOTAL						-45,230

June 2014 Service Change
Service Equity Analysis

Appendix B: Maps





June 2014 Service Change
Administrative Changes and Changes in Service Change Ordinance with Spring 2013 Performance Data

Changes in Service Change Ordinance

Route	Seattle Core	Peak		Off Peak		Night		Action	Basis for Change
		Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi	Rides/ PlatHr	PassMi/ PlatMi		
22	No	15.6	2.8	13.1	2.4	7.8	1.2	Discontinue route	Lower performing
37	Yes	21.3	8.1					Discontinue route	Lower performing
55	Yes	30.6	12.7					Revise the service levels on Route 55 to operate six morning trips and five afternoon trips during the weekday peak hours	Lower performing; fails both peak criteria; WSDOT-funded trips
57	Yes	32.9	13.2					Discontinue route	Lower performing; fails one peak criterion
113	Yes	27.9	12.3					Discontinue route	Lower performing
118EX	Yes	21.0	10.2					Revise the service levels on Route 118 Express to operate one morning trip and one afternoon trip	Lower performing
121	Yes	20.4	9.0					Revise the service levels on Route 121 to operate six morning trips and seven afternoon trips during the weekday peak hours	Lower performing; fails one peak criterion; WSDOT-funded trips

Administrative Changes

17EX	Yes	54.3	18.7					Discontinue one PM trip	WSDOT-funded trips (18EX)
18EX	Yes	51.3	18.7					Discontinue one PM trip	WSDOT-funded trips; fails one peak criterion
21EX	Yes	36.8	15.0					Discontinue one AM trip and one PM trip	WSDOT-funded trips
21	Yes	39.7	13.5	32.4	10.7	20.8	7.0	Discontinue service after approximately 10:00 PM	Lower performing
56EX	Yes	36.4	14.1					Discontinue two AM trips and two PM trips	WSDOT-funded trips; fails one peak criterion
116EX	Yes	19.7	8.6					Discontinue one AM trip and two PM trips	Lower performing; fails one peak criterion
120	Yes	39.5	17.8	46.8	21.6	36.6	17.5	Discontinue two AM trips and two PM weekday peak period trips	WSDOT-funded trips
122	Yes	22.8	10.9					Discontinue two AM trips and two PM trips	Lower performing
123	Yes	26.1	16.3					Discontinue one AM trip and two PM trips	Lower performing; fails both peak criteria
125	Yes	35.8	14.5	28.9	12.9	20.5	8.9	Discontinue Saturday service and discontinue evening service after approximately 9:00 PM	Lower performing
128	No	33.8	10.9	35.4	12.0	17.2	5.8	Discontinue evening service after approximately 10:30 PM	Lower performing after 10:30 PM

Route	Seattle Core	Peak		Off Peak		Night		Action	Basis for Change
		Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi		
131	Yes	40.3	16.8	32.5	13.1	23.6	10.6	Revise evening service frequency to operate hourly after 7:00 PM and discontinue service after approximately 11:00 PM	Lower performing
132	Yes	36.3	14.8	28.3	12.1	20.3	8.8	Revise evening service frequency to operate hourly after 7:00 PM and discontinue service after approximately 11:30 PM	Lower performing
358EX / E Line	Yes	52.3	22.2	60.7	24.5	44.6	18.8	Remove viaduct mitigation service hours while minimizing rider impacts, including crowding. Reductions may include slightly less frequent service on Sunday and targeted weekday reductions that maintain service levels approved by Council for February 2014.	WSDOT-funded trips (peak periods)

Performance Thresholds by Time Period and Market




Spring 2013 Thresholds for Routes that DO NOT serve Seattle Core	Peak		Off Peak		Night	
Bottom 25%	12.1	2.4	12.0	2.7	10.9	2.6
Bottom 50%	18.6	5.3	18.0	4.9	15.2	4.5
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3

Spring 2013 Thresholds for Routes that serve Seattle Core	Peak		Off Peak		Night	
Bottom 25%	24.0	10.7	32.6	9.8	21.4	6.3
Bottom 50%	35.9	13.4	45.7	12.4	26.6	8.0
Top 25%	47.3	16.6	51.3	15.4	34.9	10.8

ATTACHMENT 5 June 2014 Service Change Impacts: North

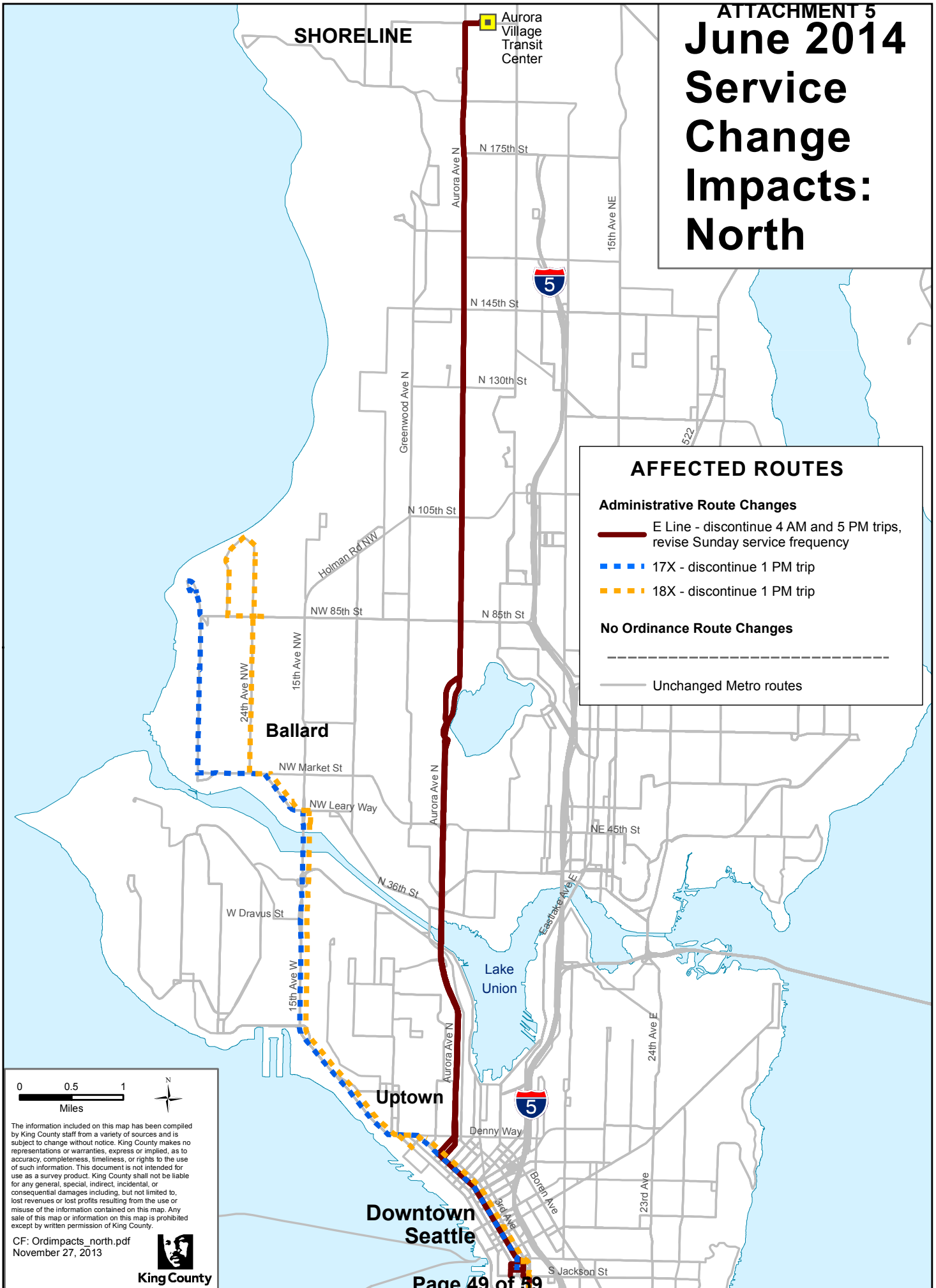
AFFECTED ROUTES

Administrative Route Changes

-  E Line - discontinue 4 AM and 5 PM trips, revise Sunday service frequency
-  17X - discontinue 1 PM trip
-  18X - discontinue 1 PM trip

No Ordinance Route Changes

- 
-  Unchanged Metro routes



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CF: Ordimpacts_north.pdf
November 27, 2013



ATTACHMENT 5 June 2014 Service Change Impacts: South



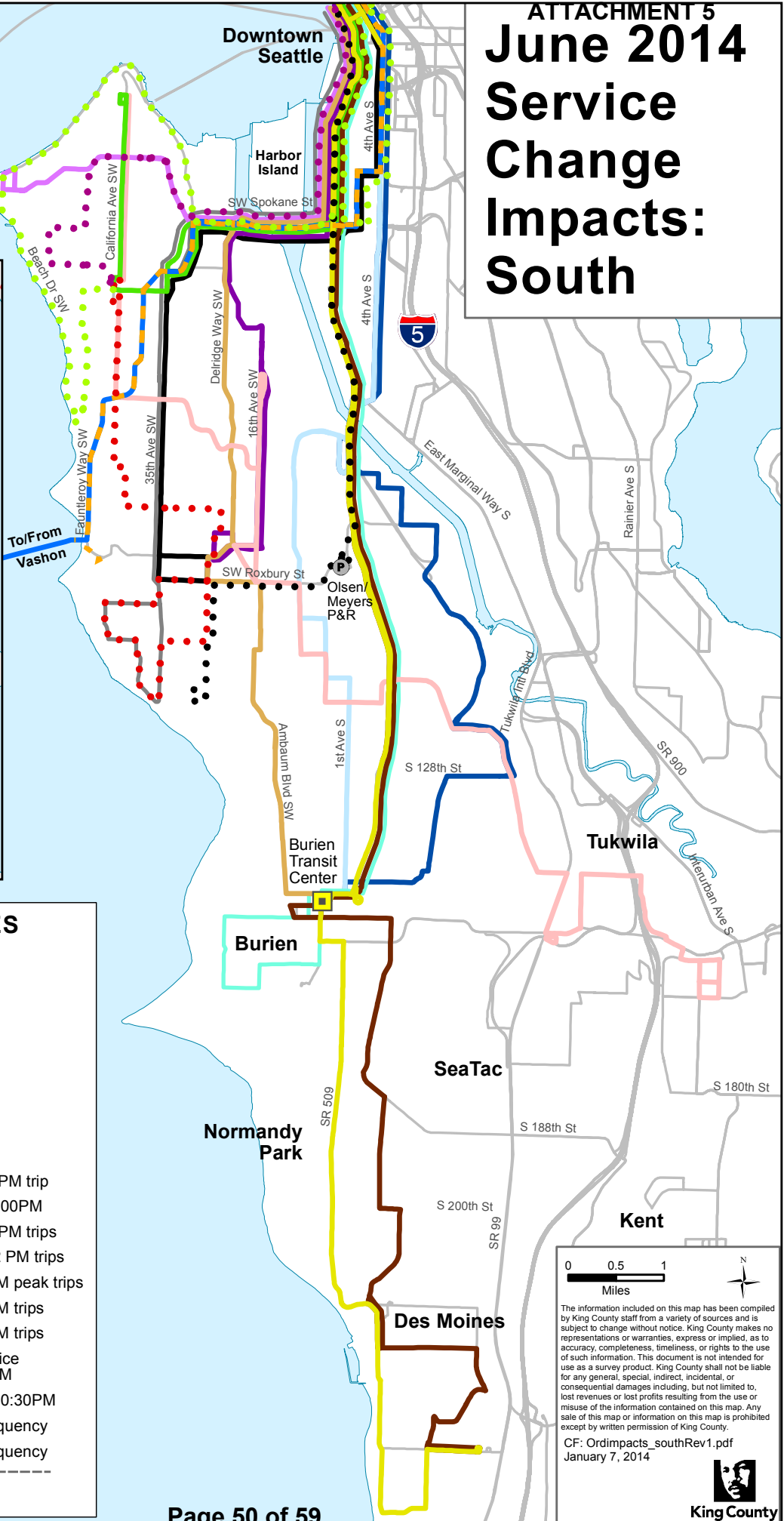
AFFECTED ROUTES

Ordinance Route Changes

- 22 - deleted
- 37 - deleted
- 57 - deleted
- 113 - deleted
- 55 - revised service levels
- 118EX - revised service levels
- 121 - revised service levels

Administrative Route Changes

- 21EX - discontinue 1 AM and 1 PM trip
- 21 - discontinue service after 10:00PM
- 56EX - discontinue 2 AM and 2 PM trips
- 116EX - discontinue 1 AM and 2 PM trips
- 120 - discontinue 2 AM and 2 PM peak trips
- 122 - discontinue 2 AM and 2 PM trips
- 123 - discontinue 1 AM and 2 PM trips
- 125 - discontinue Saturday service and evening service after 9:00PM
- 128 - discontinue service after 10:30PM
- 131 - revise evening service frequency
- 132 - revise evening service frequency
- Unchanged Metro routes



0 0.5 1
Miles

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CF: Ordimpacts_southRev1.pdf
January 7, 2014

Ordinance to Implement June 2014 Service Change to address loss of WSDOT Mitigation Funding

January 15, 2014
King County Council TrEE Committee

Background

- Environmental Impact Statement Record of Decision required Alaskan Way Viaduct Replacement Project Construction Mitigation.
- Enhanced Transit Services (ETS) Agreement Amendment has enabled use of WSDOT money to fund transit services (new trips and schedule adjustments) for mitigation.

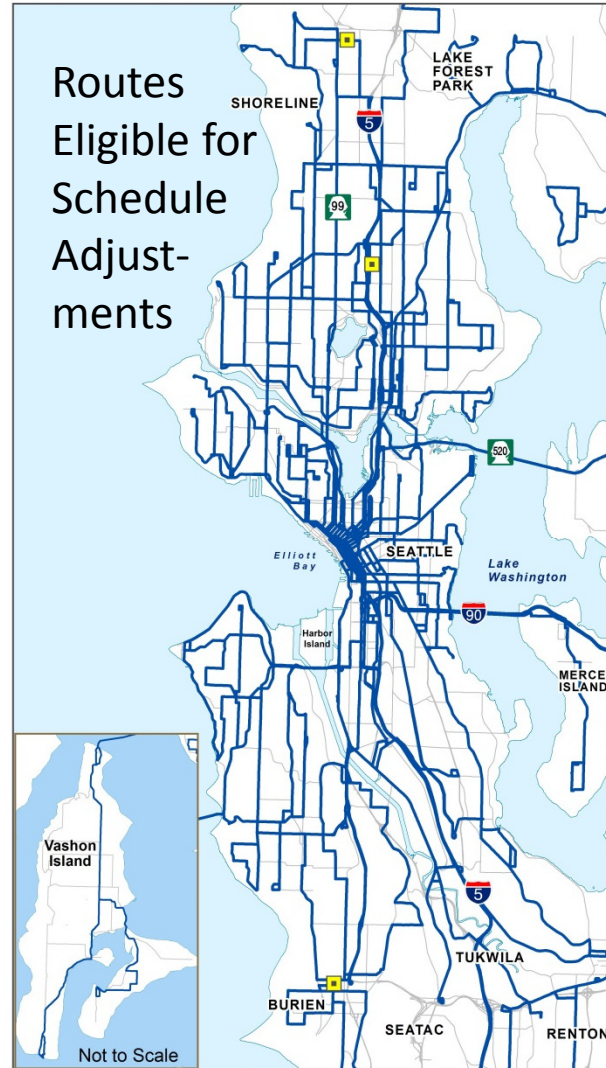
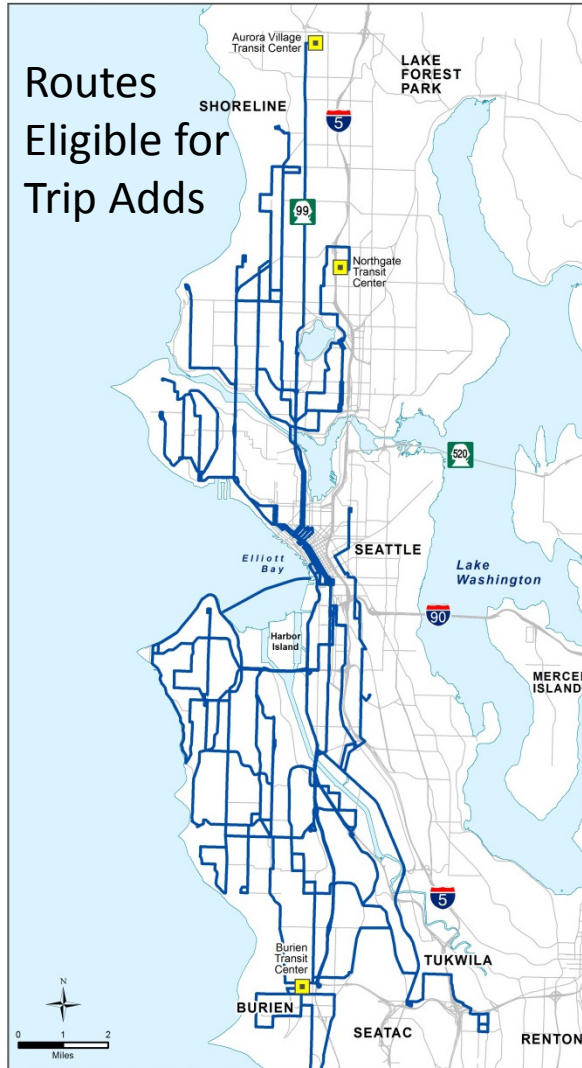


A Successful Program

- The WSDOT-Funded ETS transit services have kept people and vehicles moving during construction.
- 33,000 more daily transit trips are occurring in corridors impacted by Viaduct construction.
- 25,000 fewer vehicles each day are traveling on SR-99 in the project's impact area.



Routes Eligible for Investment



Why we are Here

- ETS Agreement and its WSDOT mitigation funding expires June 30, 2014.
- Without continued funding, need to reduce 45,000 annual bus hours in construction impact area.
- Viaduct construction and its traffic congestion impacts will continue until project completion (end of 2015+).



Proposed Ordinance

- Would reduce 45,000 annual bus hours starting in June '14.
- 1/3 of the reduction (15,000 hours) on routes with trips funded by WSDOT.
- The remaining 2/3 (30,000 hours) achieved through reduction of service on lower performing routes within areas and service corridors that received WSDOT-funded service.
- Would include deletion of 4 routes and reduced service on 17 routes, primarily in West Seattle/SW King County.

Why this approach?

- To *undo* the 30,000 hours in WSDOT-funded schedule adjustments would render schedules dysfunctional—as construction impacts continue.
- Proposed approach would limit negative impacts to far fewer people.



Questions?

First Phase

The proposed reduction of 45,000 hours is *in addition to* the West Seattle/Southwest King County portion of the System-wide Service Reduction Proposal

