## STAFF REPORT

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| **Proposed No**.: | 2020-0119 | **Name:** | Leah Krekel-Zoppi  Paul Carlson |

**SUBJECT**

An ordinance approving Metro Transit bus service changes for September 2020, restructuring bus service in Southeast King County.

**SUMMARY**

Proposed Ordinance 2020-0119 would approve Metro Transit bus service changes for routes serving the Renton – Kent – Auburn area of southeast King County, known as the Renton Kent Auburn Area Mobility Project (RKAAMP). The goals of the RKAAMP are to add a new frequent route connecting Renton, Kent, and Auburn, along the pathway of the proposed, future RapidRide I Line;[[1]](#footnote-1) improve east-west connections; add later evening service in the Industrial Valley; improve all-day transit connections in the area; and improve connections to Sounder Commuter Rail. These changes would be implemented by establishing five new routes, revising the alignment or service hours on seven routes, and deleting 11 routes. Associated with the ordinance are administrative service changes affecting seven routes. Metro has indicated that future expansions of flexible, Community Connections services in some areas affected by the restructure could supplement the RKAAMP changes.

The proposed changes are the result of a public engagement process that Metro notes was framed by an equity impact review.[[2]](#footnote-2) Metro also states that the proposal is consistent with the strategies and policy guidance in Metro’s Strategic Plan and Service Guidelines.

The RKAAMP restructure would revise southeast King County Metro bus routes with a net investment of about 17,600 service hours. Funding for this investment was included in the 2019-2020 biennial budget. The proposed changes would take effect in September 2020. Proposed Ordinance 2020-0119 is a companion to Proposed Ordinance 2020-0120, which would adopt an alignment for the proposed RapidRide I Line, which would traverse the RKAAMP area along the pathway of the proposed Route 160. Metro has confirmed that recent developments related to the COVID-19 pandemic and recession have not impacted Metro's commitment to moving forward with these proposed changes.

**BACKGROUND**

**Metro Services and Service Changes**

Metro Transit provides a wide range of transportation options for King County. In addition to operating one of the largest bus systems in the United States and providing more than 122 million bus rides annually, Metro operates vanpools, paratransit services, and other innovative Community Connections services.

Changes to King County Metro’s transit routes are adopted by the King County Council as required by King County Code (K.C.C.) section 28.94.020B, except when a service change would affect the service hours for a route by 25 percent or less, or when a change in route location wouldn’t move any route stops by more than a half mile. In such cases, the director of Metro Transit is authorized by K.C.C. 28.94.020 to make the changes administratively.

The policy framework for initiating and designing transit service changes is established by the [Strategic Plan for Public Transportation 2011-2021](http://metro.kingcounty.gov/planning/strategic-plan/)and the [King County Metro Service Guidelines](https://metro.kingcounty.gov/planning/pdf/2011-21/2015/metro-service-guidelines-042816.pdf)which were adopted by the Regional Transit Committee (RTC) and King County Council in 2011[[3]](#footnote-3) and most recently updated in 2016.[[4]](#footnote-4) [METRO CONNECTS](https://metro.kingcounty.gov/planning/long-range-plan/), King County Metro’s long-range plan, adopted by the Regional Transit Committee and King County Council in 2017[[5]](#footnote-5), provides a vision for the future of the transit network, which also helps shape transit service change proposals.

**Renton Kent Auburn Area Mobility Project**

The METRO CONNECTS Long Range Plan calls for increased frequency and new connections to regional centers in South King County, and also identified a new RapidRide line connecting Auburn and Renton via Kent. The 2019-2020 biennial budget includes funding for restructuring service in the Renton – Kent – Auburn area in September 2020 to align with the METRO CONNECTS vision, and also includes funding for a new Renton – Kent – Auburn RapidRide line, designated the I Line, with a target date of commencing operations in 2023. For more detailed information on the I Line, please see the staff report on Proposed Ordinance 2020-0120.

According to Metro staff, the network structure in South King County has not changed substantially in over a decade, while the area has seen dramatic population growth in recent decades. The intention of the proposed transit service restructure in the area, which Metro calls the Renton Kent Auburn Area Mobility Project (RKAAMP) is to move the South King County network towards the METRO CONNECTS vision; equitably respond to population growth and demographic changes in the area; more fully integrate with expanded Sounder Commuter Rail service; and create a single, frequent route between Renton, Kent, and Auburn (the proposed Route 160) that would be upgraded to the RapidRide I Line, as envisioned in METRO CONNECTS.

**ANALYSIS**

***Proposed Route Changes***

According to Metro, the RKAAMP would restructure transit service in the Renton – Kent – Auburn area to address the following challenges for the area, identified through Metro's community engagement process:

* Increase service frequency;
* Provide later evening service for shift workers in the Industrial Valley;
* Improve east-west connections and reduce the need for transfers;
* Improve all-day coverage to important community assets and housing and employment areas; and
* Improve connections to Sounder Commuter Rail service

While the planning, funding, and construction of the capital elements associated with the implementation of the RapidRide I Line are not expected to be completed until 2023, the RKAAMP restructure is proposed to be implemented around the creation of a new route, Route 160, on the future RapidRide I Line alignment.

The proposed ordinance would approve the following route changes, which are described in greater detail in Table 1:

* Eliminate Routes 158, 159, 164, 166, 169, 180, 192, 908, 910, 913 and 916
* Create new Routes 160, 161, 162, 165 and 184
* Expand service on Routes 105, 906 and 917 and modify the routing of Routes 148, 157, 168, 906, 914 and 917.

**Table 1. Proposed Route Changes**

| **Route** | **Location** | **Description of Change** |
| --- | --- | --- |
| **Ordinance Changes** | | |
| **105** | Renton Highlands – Renton Transit Center | Add weekday peak-period service to increase service from every 30 minutes to every 15 minutes from 5 AM – 9 AM and 3 PM – 6 PM. |
| **Revise**  **148** | Fairwood – Renton Transit Center | Revise pathway to serve 116th Ave SE in Benson Hill. |
| **Revise**  **157** | Lake Meridian P&R – Seattle Central Business District (CBD) | Revise pathway to serve 132nd Ave SE and SE 255th Place. |
| **Delete**  **158** | Timberlane-Kent Station-Seattle CBD | Replace with Routes 157 and 162 between Kent East Hill and Seattle CBD. |
| **Delete**  **159** | Timberlane-Kent Station-Seattle CBD | Replace with Routes 157, 162, and 168 between Covington, Kent East Hill and Seattle CBD. |
| **New**  **160** | Auburn to Renton via Kent | Will become RapidRide I Line in 2023. Replaces Route 169 and the Auburn Station-Kent Station portion of Route 180. |
| **New**  **161** | Kent to Burien via SeaTac | Replaces Kent Station-Burien portion of Route 180. |
| **New**  **162** | Kent East Hill to Seattle CBD | Replaces Routes 158, 159. |
| **Delete**  **164** | Green River College to Kent | Replace with new Route 165. |
| **New**  **165** | Green River College to Burien via Kent and Des Moines | All day, two-direction service. |
| **Delete**  **166** | Kent-Highline College-Des Moines-Burien | Replace with new Route 165. |
| **Revise**  **168** | Maple Valley – Kent Station | Revise pathway to serve SE Kent Kangley Dr and Canyon Dr SE and not 132nd Ave SE, SE 256th St, 104th Ave SE, and SE 240th. Alternative service on streets no longer served by Route 168 will be provided by Routes 160, 164, and 914. |
| **Delete**  **169** | Kent – Renton | Replace with new Route 160. |
| **Delete**  **180** | Auburn to Burien via Kent | Replace with new Route 160 (Auburn-Kent segment) and new Route 161 (Kent-Burien segment). |
| **New**  **184** | Auburn Station and South Auburn | Auburn Station to South Auburn. |
| **Delete**  **192** | Star Lake to Seattle CBD (peak only, peak direction) | Replace with a new Route 190 stop at Kent-Des Moines Park and Ride and new Route 162 service. |
| **Revise**  **906** | Fairwood to Southcenter | Revise pathway, add weekday and Sunday service. Route will stay on SE Petrovitsky Road rather than deviating to serve SE 168th Street. Replacement service on SE 168th Street will be provided by the revised Route 148. On weekdays, service will meet every Sounder train during peak periods (service every 20-30 minutes), and run every 30 minutes through 11 PM. Add Sunday service at existing Saturday service levels (hourly from 8 AM – 6 PM). |
| **Delete**  **908** | Renton Highlands-Renton Transit Center | Replace with additional Route 105 service. |
| **Delete**  **910** | North Auburn-The Outlet Collection of Seattle | Replace with Route 160 and Route 917 service. |
| **Delete**  **913** | Kent Station-Riverview | Replace with portions of Routes 160, 165, and 183 service to Central Kent, Kent West Hill, and the Kent Industrial Valley. |
| **Revise**  **914** | Downtown Kent-Kent East Hill | Revise pathway on Kent East Hill On the Kent East Hill, the route will be revised to serve new portions of 101st Ave SE, SE 248th St, 100th Ave SE, SE 240th St, 120th Ave SE, and SE 256th St. The route will no longer serve some portions of SE 248th St, 116th Ave SE, SE 240th St, 132nd Ave SE, Canyon Dr, and SE 260th St. The route will operate every 30 minutes from approximately 9 AM to 4 PM on weekdays and Saturdays. Routing on the Kent West Hill (Shopper Shuttle) and at Kent Station will not change. |
| **Delete**  **916** | Downtown Kent-Kent East Hill | Replace with revised Route 914 service and Route 160, 164, and 168 on Kent East Hill. |
| **Revise**  **917** | Pacific-Algona-Auburn | Revise pathway, add weekday and Sunday service. Remove a low ridership stops at White River Junction and General Services Administration to improve travel time and reliability. Improve weekday service from hourly to every 30-40 minutes, from approximately 5 AM to 7 PM. Add new hourly Sunday service from approximately 9 AM to 5 PM. |
| **Administrative Changes (not included in proposed ordinance)** | | |
| **102** | Fairwood – Seattle CBD | Cut four low-performing trips. |
| **150** | Kent Station – Seattle CBD via Southcenter | Revise pathway to serve 64th Avenue S. between S. 228th Street and W. James Street. |
| **183** | Federal Way Transit Center – Kent Station via Star Lake P&R | Revise pathway to serve W. James Street. |
| **186** | RENUMBER – Enumclaw – Auburn Station | Add Route 186 trips to Route 915. The two routes have a similar pathway and Metro considers this consolidation to be a renumbering of Route 186. |
| **190** | Redondo Heights Park and Ride (peak only peak direction service) | Add a stop at Kent-Des Moines Park and Ride as partial replacement of deleted Route 192. |
| **915** | Enumclaw – Auburn Station | Add Route 186 trips to Route 915. |
| **952** | DELETE – Custom Bus serving Boeing/Paine Field | Low-performing custom bus route.[[6]](#footnote-6) |

Following are further details of the key elements of the RKAAMP proposal.

**Route 160.** New Route 160 would be an all-day, two direction service connecting Auburn Station to the Renton Transit Center via Kent Station, the future alignment of the proposed RapidRide I Line. This new route would essentially follow the portion of Route 180 from Auburn Station to Kent Station combined with the Route 169 alignment from Kent Station to the Renton Transit Center. These two routes (169 and 180) are then proposed to be deleted.

On weekdays, Route 160 would operate every 30 minutes from approximately 4:15 AM until 5:45 AM with 15 minute or better frequency from 6:00 AM until 6:00 PM and would operate every 30-60 minutes in the evenings from 6:00 PM until 3:00 AM. On weekends, Route 160 would operate every 30 minutes from approximately 5:25 AM to 9:00 PM and every 30-60 minutes from approximately 9:00 PM until 3:00 AM.

**Route 161.** The new Route 161 would provide all day, two way service between Kent Station and the Burien Transit Center via SeaTac, replacing the Kent-Burien portion of the Route 180. On weekdays, Route 161 would operate every 15-30 minutes from approximately 3:00 AM until 9:00 PM and would operate every 30-60 minutes in the evenings from 9:00 PM until 2:15 AM. On weekends, Route 161 would operate every 30 minutes from approximately 5:15 AM to 9:00 PM and every 30-60 minutes from 9:00 PM until 3:30 AM.

**Route 162.** The new Route 162 would provide a peak period, peak direction connection between Kent East Hill and the Seattle Central Business District. Ten morning northbound trips would operate between 5:00 am and 9:00 AM, and nine afternoon southbound trips would operate between 3:00 and 6:00 PM.

**Route 165.** The new Route 165 would provide all day, two way service connecting Green River College, Kent, Des Moines, and Burien to provide an east-west connection through the area. Service in both directions would operate approximately every 30 minutes during the morning and afternoon peak periods with 60-minute service in the midday. On weekdays, Route 165 would operate trips timed to Sounder departures (every 20-30 minutes) from approximately 4:30 AM to 9:00 AM and 3:00 PM to 7:00 PM and would operate every 30 minutes in the midday and hourly in the evenings until approximately 11:00 PM. On Saturday, the route would operate every 30 minutes from 6:00 AM to 9:00 PM and hourly from approximately 9:00 PM to 11:00 PM. On Sunday, the route would operate hourly from approximately 6:00 AM to 10:00 PM.

**Route 184.** The new Route 184 would provide a connection between Auburn Station and south Auburn, replacing the deleted Route 180 in this area. The route would provide peak period service in both directions, with six morning and five afternoon southbound trips and four morning and five afternoon northbound trips.

On weekdays, Route 184 would operate trips timed to Sounder departures (every 20-30 minutes) from approximately 4:30 AM to 8:30 AM and 3:00 PM to 7:00 PM, would operate every 30 minutes in the midday and evenings until 8:00 PM, and would operate hourly from approximately 8:00 PM to 1:00 AM. On weekends, Route 184 would operate every 30 minutes from approximately 6:30 AM to 9:00 PM, and would operate hourly from approximately 9:00 PM to 1:00 AM and 5:30 AM to 6:30 AM.

**Community Connections.** Although flexible services are not part of the RKAAMP package proposed through Proposed Ordinance 2020-0119, the Equity Impact Review & Recommendation Development Report included in the transmittal package notes that Metro intends to continue planning work for future flexible services in the cities of Algona and Pacific and the Benson Hill and Renton Highlands areas in Renton. The public engagement summary notes that, subject to funding availability, these alternative services would be given consideration as a means to provide additional mobility options.

***Public Engagement***

Metro completed an **Equity Impact Review & Recommendation Development Report** (Attachment 10 to this staff report), which documents Metro's outreach efforts for the proposed RKAAMP service change and the implementation of the RapidRide I Line. The report summarizes how Metro engaged RKAMMP area communities and stakeholders to develop a network recommendation for the September 2020 service change, and documents how Metro incorporated public input, along with considerations of equity and service design principles into the decision-making process for the RKAAMP and RapidRide I Line proposals.

According to the report, Metro staff began the community engagement process by developing equity-oriented project goals:[[7]](#footnote-7)

* Deliver an upgraded, integrated mobility network utilizing the range of Metro services.
* Improve transit access to opportunity and determinants of equity for people of color, people with low or no income, and limited English-speaking populations.
* Ensure forward compatibility, including delivery of a new frequent route between Renton, Kent, and Auburn to be upgraded to the RapidRide I Line in 2023.
* Increase performance, reliability, and accessibility of the transit system.
* Identify needs and priorities to inform future project area service network investments.
* Ensure equity in County practices through a public engagement process that informs, involves, and empowers communities experiencing historic and current underinvestment or inequities.
* Work with partners to support access to affordable, safe, transit-oriented housing and reduce displacement risk for people of color, people with low or no incomes, and limited English-speaking populations.
* Focus frequent service on segments with the highest ridership and route productivity, creating convenient opportunities for transfer connections, and matching capacity to demand to maximize access to destinations and improve productivity and cost-effectiveness.

Next, Metro examined baseline conditions in the project area. According to Metro's findings, South King County has higher-than-county-average concentrations of people of color, limited English-speaking populations, and low-income households, shown in Table 2, as well as a disproportionately low number of “quality of life” indicators and equitable outcomes according to the county's determinants of equity.[[8]](#footnote-8)

**Table 2. County and RKAAMP Area Comparison**

|  |  |  |
| --- | --- | --- |
|  | County | RKAAMP Area |
| People of Color | 39% | 47% |
| Low-Income People | 22% | 28% |
| Limited English Speaking Populations | 11% | 14% |

Metro identified equity priority tracts based on the King County Equity Score, which measures the proportion of low-income, minority, and limited English-proficient populations compared to the King County average and scores census tracts on a scale from one to five, with a score of five representing the highest concentrations of priority populations. Metro identified priority tracts for this project as those with a score of four or five.

Metro's Service Planning team then developed a Community Asset Inventory. This dataset provides the locations of place-based community assets that are linked to King County’s defined determinants of equity and have available spatial data. These assets include affordable and subsidized housing, medical facilities, schools, community centers, libraries, grocery stores and shopping centers, places of worship, and social service centers.

Metro engaged with the community to develop service concepts, gather community recommendations and priorities, and develop and solicit feedback on the service change proposal. The public engagement process included work with a 27-member Mobility Board; a Partner Review panel with 14 members, including staff from cities, Pierce Transit, Sound Transit, and the County Council; and outreach to 25 community-based organizations. Efforts to reach community members and riders included multi-lingual materials, rider alerts, on-board engagement and surveys with riders, online surveys, tabling at community events, stakeholder interviews, and partner-hosted engagement events and briefings.

Key community priorities identified are listed above, in the Proposed Route Changes section of this staff report. Overall, a majority of online and onboard survey respondents said they would use transit about the same amount as a result of the RKAAMP proposal, with the next highest response being no opinion. Of the remaining respondents, there were more people who said they would use transit more as a result of the proposal compared to people said they would not use transit.

The Mobility Planning Board provided a letter of support for the RKAAMP proposal, as did the jurisdictions of Auburn, Kent, Renton, and Tukwila. These letters are included as Attachments 4-8 to this staff report.

***TITLE VI Service Analysis***

The Federal Transit Administration (FTA) requires transit agencies to evaluate major service changes for Title VI impacts to determine whether they would result in disparate impacts on the basis of race, color, or national origin. FTA also requires transit providers to evaluate the effects of service changes to determine if there is a disproportionate burden on low-income populations. The Title VI Service Analysis conducted for this proposed service change is included as Attachment 9 to this staff report.

Metro’s Title VI equity analysis used census tract demographics to identify whether the proposed changes to routes under the RKAAMP proposal would have an adverse effect, defined by Metro as a reduction of 25 percent or more of the transit trips serving a census tract, in census tracts with above the county average of low-income, minority, or both populations.

The Title VI Report describes the service restructure as affecting 99 census tracts with the following demographics:

|  |  |  |  |
| --- | --- | --- | --- |
| Minority & Low income | Minority only | Low income only | Neither Minority nor Low-income |
| 52 | 16 | 11 | 20 |

Metro analysis for the RKAAMP proposal concludes that there are disparate and disproportionate impacts to two census tracts, each of which is both minority and low-income.

The Title VI Report goes on to analyze conditions in both tracts and to provide Metro's explanation of why the overall service change provides net benefits to minority and low-income people.

Tract 291.02, Kent West Hill – Military Road, is currently served by Routes 158, 159, 166, 183, and 192. With the proposed changes, the tract would be served by revised Route 183 and new Route 162 (which replaces Routes 158 and 159). The trips serving this tract would be reduced by 59 percent. Metro notes that the change would allow for an increase in service in Tract 292.05, which is a priority tract using the King County Equity Score, whereas Tract 291.02 is not. The proposed change would also provide access to an additional 1,800 housing units that would be within a one-quarter-mile walkshed of service.

Tract 294.08, Kent East Hill – 116th Aves SE and SE 240th Street, is currently served by Routes 164, 169, 914, and 916. With the proposed changes the tract would be served by new Route 160 (which replaces Route 169); new Route 165 (which replaces Route 164); and revised Route 914 (which replaces portions of Route 916). The trips serving this tract would be reduced by 34 percent. The changes affecting this tract are to Routes 914 and 916. The Route 914 DART service area (in which residents can request with advance notice a route deviation to serve them) would cover the census tract.

Metro acknowledges the impact to these two tracts while noting that an Equity Impact Review contributed to the development of the service change:

All together, the recommended changes will better meet community-identified needs, including increased evening and weekend service, service to priority community destinations, improved east-west connectivity, and a more integrated regional transit network. The majority of the project area tracts (80%) are classified as low-income tracts, minority tracts, or both. Of these tracts, 80% are receiving increases in the number of trips serving that tract and 26% are receiving trip increases of greater than 25% with the proposed September 2020 service changes.

***Renton Kent Auburn Area Service Proposal’s Responsiveness to System Needs***

As part of the development of Metro’s Strategic Plan and Service Guidelines, the RTC and Council required an annual evaluation of the system performance by route as well as identification of service investment needs according to the priorities established in the Service Guidelines.[[9]](#footnote-9) The annual report is called the System Evaluation Report.

The service planning priorities established in the Service Guidelines are:

Priority 1: Reduce Crowding

Priority 2: Improve Reliability

Priority 3: Service Growth

Priority 4: Route Productivity

Within Priority 3, the factors that determine how much service is needed in an area are land use productivity (how many people, jobs, and institutions served), social equity factors (how many minority and low-income people served), and how well each corridor connects centers in the county.

When restructuring transit service within a project area, Metro's Service Guidelines provide guidance for revising routes to address issues such as unreliability and underserved corridors. Within the RKAAMP area, the 2018 System Evaluation Report[[10]](#footnote-10) identified a number of routes as needing investments. Table 3 identifies those routes and how they are proposed to be addressed in the RKAAMP.

**Table 3. Status of RKAAMP Routes Identified in 2018 System Evaluation Report**

|  |  |  |
| --- | --- | --- |
| Route | Investment Priority | Proposal |
| 105 | Priority 2 (Reliability)  Priority 3 (Service Growth) | Add service |
| 148 | Priority 2 (Reliability)  Priority 3 (Service Growth) | Revise route |
| 157 | Priority 2 (Reliability) | Revise route |
| 158 | Priority 2 (Reliability) | Replace route |
| 159 | Priority 2 (Reliability) | Replace route |
| 164 | Priority 3 (Service Growth) | Delete and replace with Route 165 |
| 166 | Priority 2 (Reliability)  Priority 3 (Service Growth) | Delete and replace with Route 165 |
| 168 | Priority 2 (Reliability) | Revise route |
| 192 | Priority 2 (Reliability) | Delete route and replace with Routes190, 162 |
| 906 | Priority 2 (Reliability)  Priority 3 (Service Growth) | Revise route and add service |
| 917 | Priority 3 (Service Growth) | Revise route and add service |

***Service Hour Impacts***

The RKAAMP proposal is planned around a net investment of approximately 17,600 additional annual service hours. The King County 2019-2020 biennial budget allocated 10,000 annual service hours to the RKAAMP. The 2019-2020 budget also included funding for additional service hour investments to be allocated according to the Service Growth (Priority 3) needs identified in Metro's System Evaluation Report; of this, Metro proposes investing 7,600 annual service hours in RKAAMP, in alignment with the analysis in Metro's 2018 System Evaluation Report. The remaining service hour changes associated with the RKAAMP proposal would be the result of restructuring transit service to delete and revise some routes to add and expand service on others.

Metro has confirmed that recent developments related to the COVID-19 pandemic and recession have not impacted Metro's commitment to moving forward with these proposed changes. Metro states that they intend to invest service hours through this project as represented in the proposed ordinance and the stated complementary administrative route changes. However, they state that some other related aspects envisioned with the project that are not included in the proposed ordinance may be impacted by the current pandemic and potential recession. Potential examples include possible adjustments to intended marketing, demand management, promotional efforts, and flexible services.

***Consistency with Metro Service Planning Policies***

King County Metro Service Guidelines provides policy guidance on criteria for undertaking transit service restructures such as the RKAAMP (2015 Update, pages 21-22). Expansion of the RapidRide network is a key policy reason for restructuring transit service.

Metro’s Strategic Plan and Service Guidelines also identify additional policy guidance for planning and designing transit service. Metro identified the plans and guidance that support each proposed change in Attachment A to the Ordinance.

**ATTACHMENTS**

1. Transmittal Letter
2. Fiscal Note
3. Metro Transit Department Presentation: Renton-Kent-Auburn Area Mobility Plan September 2020 Service Change
4. Auburn Letter of Support
5. Kent Letter of Support
6. Renton Letter of Support
7. Tukwila Letter of Support
8. Mobility Board Letter of Support
9. RKAAMP Title VI Analysis
10. RKAAMP Equity Impact Review & Recommendation Development Report

1. A proposed alignment for the RapidRide I Line, which is proposed to begin service in 2023, has been transmitted as part of Proposed Ordinance 2020-0120. This proposed alignment would follow the pathway of the new Route 160, which is proposed as part of the RKAAMP. [↑](#footnote-ref-1)
2. An Equity Impact Review and Title VI analysis were transmitted with the proposed ordinance. [↑](#footnote-ref-2)
3. Ordinance 17143 [↑](#footnote-ref-3)
4. Ordinance 18301 [↑](#footnote-ref-4)
5. Ordinance 18449. [↑](#footnote-ref-5)
6. Custom bus schedules are set by the Metro Transit Director under the terms of K.C.C. 4A.700.070. [↑](#footnote-ref-6)
7. Renton-Kent-Auburn Area Mobility Plan Equity Impact Review & Recommendation Development Report, page 7 [↑](#footnote-ref-7)
8. Ordinance 16948 [↑](#footnote-ref-8)
9. Required by King County Ordinances 17143 and 18413 and Motion 13736. [↑](#footnote-ref-9)
10. Motion 15602 [↑](#footnote-ref-10)