



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Motion 15929

Proposed No. 2021-0253.1

Sponsors Dembowski

1 ..Title

2 A MOTION relating to public transportation, approving the
3 King County Metro Transit COVID-19 Response Title VI
4 Service Equity Analysis report.

5 WHEREAS, following the precipitous decline in public transit ridership during
6 the early stages of the COVID-19 pandemic, and through the exercise of the King County
7 executive's emergency authority, the King County Metro transit department temporarily
8 suspended service in response to the public health emergency, and

9 WHEREAS, the Federal Transit Administration Circular FTA C 4702.1B, Federal
10 Transit Administration ("FTA") regulations require recipients of FTA financial assistance
11 to comply with applicable U.S. Department of Transportation Title VI regulations,
12 including conducting service equity analyses for major service changes, and

13 WHEREAS, as outlined in FTA Circular FTA C 4702.1B, Chapter IV, Section 7,
14 any major service change that lasts longer than twelve months is considered permanent
15 and requires a service equity analysis. The same timeframe is applicable to service
16 changes initially implemented in response to the COVID-19 public health emergency. As
17 a recipient of federal financial assistance from the FTA, and in accordance with FTA
18 Circular FTA C 4702.1B, service equity analyses conducted by the Metro transit
19 department for major service changes must be approved by the council, and

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20 WHEREAS, the Metro transit department, as a transit provider and direct
21 recipient of federal financial assistance from the FTA, developed the King County Metro
22 Transit COVID-19 Response Title VI Service Equity Analysis report in compliance with
23 applicable federal regulations;

24 NOW, THEREFORE, BE IT MOVED by the Council of King County:

25 The council hereby approves the King County Metro Transit COVID-19
26 Response Title VI Service Equity Analysis report, which is Attachment A to this motion.
27 The council requests that the executive transmit a copy of Attachment A to this

Motion 15929

- 28 motion, with a copy of the final, signed Signature Report of this motion attached as
29 Appendix X, to the Federal Transit Authority.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

DocuSigned by:

Claudia Balducci

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Claudia Balducci, Chair

ATTEST:

DocuSigned by:

Melani Pedroza

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Melani Pedroza, Clerk of the Council

Attachments: A. King County Metro Transit COVID-19 Response Title VI Service Equity Analysis

King County Metro Transit COVID-19 Response

Title VI Service Equity Analysis

March 2021



Introduction

The Federal Transit Administration (FTA) Circular 4702.1B, Chapter V, Section 7 requires transit agencies serving large urbanized areas to evaluate major service changes and to determine whether proposed changes would have a discriminatory impact as defined in the United States Department of Transportation's Title VI regulations. As outlined in the Title VI Circular Chapter IV, Section 7, any major service change that lasts longer than 12 months is considered permanent and requires a service equity analysis. The requirement to conduct a service equity analysis for major service changes that last longer than 12 months applies to major service changes initially implemented in response to the COVID-19 public health emergency.

In accordance with FTA regulations, this report summarizes Metro's service analysis of routes that have been suspended for a year as of March 2021 as part of Metro's COVID-19 response. Due to the emergency nature of the COVID-19 public health crisis, these suspensions were not submitted to the King County Council for approval. Instead, through the exercise of the King County Executive's emergency authority, Metro was authorized to temporarily suspend service without prior Council approval. Any suspensions that are proposed to become permanent as part of a future service change would be subject to King County Council approval if those suspensions meet the guidelines for a major service change per County policy. This report details the results of the Title VI analysis of these suspensions, which impacted areas throughout King County.

Decision-making for route suspensions included consideration of many factors. Appendix B contains an outline of the planning process that took place in 2020 as COVID-19 was emerging in the community. These factors included equity, changes in ridership demand and trip needs, the expiration of funding from the Seattle Transit Benefit District (STBD), prioritizing the frequent and all-day networks, and guidance from Metro's Service Guidelines. Equity considerations included the low-income and minority populations required for the Title VI analysis, but also included Metro's route-level opportunity scores, which consider persons of color, persons living in poverty, persons with limited English proficiency, persons with disabilities, and foreign-born populations. Metro focused on minimizing both coverage loss and service span reductions; maintaining access to the existing network that best services people who rely on transit and needed to continue to work in hospitals, service, and other industries where teleworking is not an option; and supporting public health with creative uses of contracted services to meet COVID-related mobility needs that affect the most vulnerable. Metro communicated with the FTA multiple times regarding these pandemic-driven service changes in order to keep the FTA informed of the critical challenges facing Metro as a consequence of the evolving public health crisis and the resultant need to implement necessary service reductions on an emergency basis.

Service Guidelines Overview

The 2015 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 FTA Title VI requirements (FTA Circular 4702.1B). The most relevant excerpts from the service guidelines are included below:

Reducing Service

When Metro must reduce service, the reduction guidelines help identify the services to be reduced. While the guidelines form the basis for identifying services for reduction, Metro also considers other factors. These include community input, opportunities to achieve system efficiencies and to simplify the network through restructures, and the potential for offering alternative services. The use of these other factors means that some routes may not be reduced in the priority order stated below. Some factors that Metro considers when reducing service include:

- The relative impacts to all areas of the county in order to minimize or mitigate significant impacts in any one area.
- Ways to minimize impacts through the type of reduction, particularly through restructuring service.
- The identified investment need on corridors.
- Preservation of last remaining connections to a geographic area.

“Implementation

Metro revises service twice a year—in spring and fall. Major and minor service revisions occur during the spring and fall service changes. In rare cases of emergency or time-critical construction projects, Metro may make changes at times other than the two regularly scheduled service changes. However, such situations are kept to a minimum because of the high level of disruption and difficulty they create. Many alternative service projects can be implemented at any time and do not need to follow the same schedule as fixed-route service.”

“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, in accordance with King County code 28.94.020. Title VI of the Civil Rights Act of 1964 requires all transit agencies to evaluate major service change impacts on minority and low-income populations.

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 adverse effects is when the percentage of routes or tracts adversely affected by a major service change and classified as minority is 10 or more percentage points higher than the percentage of routes or tracts classified as minority in the system as a whole. Should Metro find a disparate impact, consideration will be given to 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 minority population percentage 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 adverse effects is when the percentage of routes or tracts adversely affected by a major service change and classified as low-income is 10 or more percentage points higher than the percentage of routes or tracts classified as low-income in the system as a whole. Should Metro find a disproportionate burden, consideration will be given to 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.”

I. Service Change Area and Routes

Affected Areas

The service suspensions affect 377 census tracts with a total population of about 2,097,025 residents.

Affected Routes

The fully suspended routes include routes 5X, 9X, 15X, 17X, 18X, 19X, 22, 29, 37, 47, 63, 71, 76, 77, 78, 113, 114, 116X, 118X, 119X, 121, 122, 123, 143, 154, 157, 167, 177, 178, 179, 190, 197, 200, 214, 216, 217, 219, 232, 237, 246, 249, 252, 268, 308, 312, 316, 342, 355, 628, 630, and 931. Other routes have had partial changes in service levels and those are reflected in the analysis as well.

All of the routes listed above will, by September 2021, have been suspended for one year or longer. The majority of these routes have been suspended since March 2020 due to decreased ridership and financial impacts during the COVID-19 pandemic. Route 628 was suspended beginning in June 2020 and Route 63 was suspended beginning in September 2020.

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

For the purposes of complying with FTA Circular 4702.1B, Chapter IV, Metro defines any change in service as “major” if King County Council approval of the change is required pursuant to KCC 28.94.020. In the case of pandemic-related service changes, suspensions were implemented under emergency authority vested in the King County Executive.

III. Threshold 2: Are Minority or Low-Income Census Tracts Affected? YES

Classifying minority and low-income census tracts

For the Title VI analysis, Metro classifies census tracts as minority tracts if the percentage of the population that is minority within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2014-2018 data, 40.1 percent of the population is classified as minority within the county as a whole.

The determination as to whether the proposed changes resulting in a reduction in service would have a disparate impact on minority populations was made by comparing changes in the number of Metro bus trips serving minority or non-minority census tracts. Similarly, the determination as to whether the proposed changes resulting in a reduction in service would have a disproportionate burden on low-income populations was made by comparing changes in the number of Metro bus trips serving low-income and non-low-income census tracts.

In line with recommendations made by the Service Guidelines Task Force, Metro changed the definition of “low-income” that is used to determine census tract designations from 100 percent to 200 percent of the federal poverty line, which aligns with the threshold of other programs, including ORCA LIFT. Based on the American Community Survey five-year average for 2014-2018, 20.7 percent of the population is classified as low-income within the county as a whole.

The COVID-19 emergency service changes addressed in this report affected the level of service provided to 377 King County census tracts currently served by Metro. The low-income and minority characteristics of affected census tracts are provided in table 1 below and figures 1 and 2 on the following pages.

Table 1. Low-Income and Minority Characteristics of Affected Census Tracts

| Census Tract Classification | | | | |
|------------------------------|-----------------------|---------------|-----------------|---------------------------------|
| Total Census Tracts Affected | Minority & Low-income | Minority ONLY | Low-income ONLY | Neither Minority nor Low-income |
| 377 | 131 | 50 | 29 | 167 |

IV. Threshold 3: Is there a Disproportionate Burden on Low-Income Populations? NO
Is there a Disparate Impact on Minority Populations? NO

The March 2020 service change was used as the baseline for calculating the change in trips. Additional changes to route schedules occurred during the March 2020 service change due to the impacts of COVID-19, however the baseline used was the full March 2020 service change as initially scheduled.

The proposed changes affect 377 census tracts, including 50 minority-only census tracts, 29 low-income only census tracts, and 131 tracts that are both minority and low-income. There are 24 tracts experiencing adverse effects; zero are low-income only, eight are minority only, and 16 are neither low-income nor minority tracts. The analysis indicates that the proposed changes would not place a disproportionate burden on low-income populations nor have a disparate impact on minority populations.

There are no adverse effects on tracts that are both low-income and minority or tracts that are low-income only. A detailed description of the impacts to residents in the eight minority only tracts experiencing adverse effects is provided in Section V, along with the alternatives available to riders.

Title VI Analysis Results for Proposed Changes for March 2021

Table 2. Title VI Analysis for COVID-19 Suspensions - Low-Income Populations

| Category ² | Tracts with Adverse Effects ¹ | % of tracts adversely affected | % of tracts system-wide | Difference | Disproportionate Burden ³ ? |
|-----------------------|--|--------------------------------|-------------------------|------------|--|
| Low-Income | 0 | 0% | 41% | -41% | NO |
| Non-Low-Income | 24 | 100% | 59% | 41% | |
| Total | 24 | 100% | 100% | | |

Table 3. Title VI Analysis for COVID-19 Suspensions - Minority Populations

| Category ² | Tracts with Adverse Effects ¹ | % of tracts adversely affected | % of tracts system-wide | Difference | Disparate Impact ⁴ ? |
|-----------------------|--|--------------------------------|-------------------------|------------|---------------------------------|
| Minority | 8 | 33% | 46% | -13% | NO |
| Non-Minority | 16 | 67% | 54% | 13% | |
| Total | 24 | 100% | 100% | | |

Figure 1: Impact of changes on low-income census tracts.

Low-Income Census Tracts With Trip Changes: March 2020 to March 2021

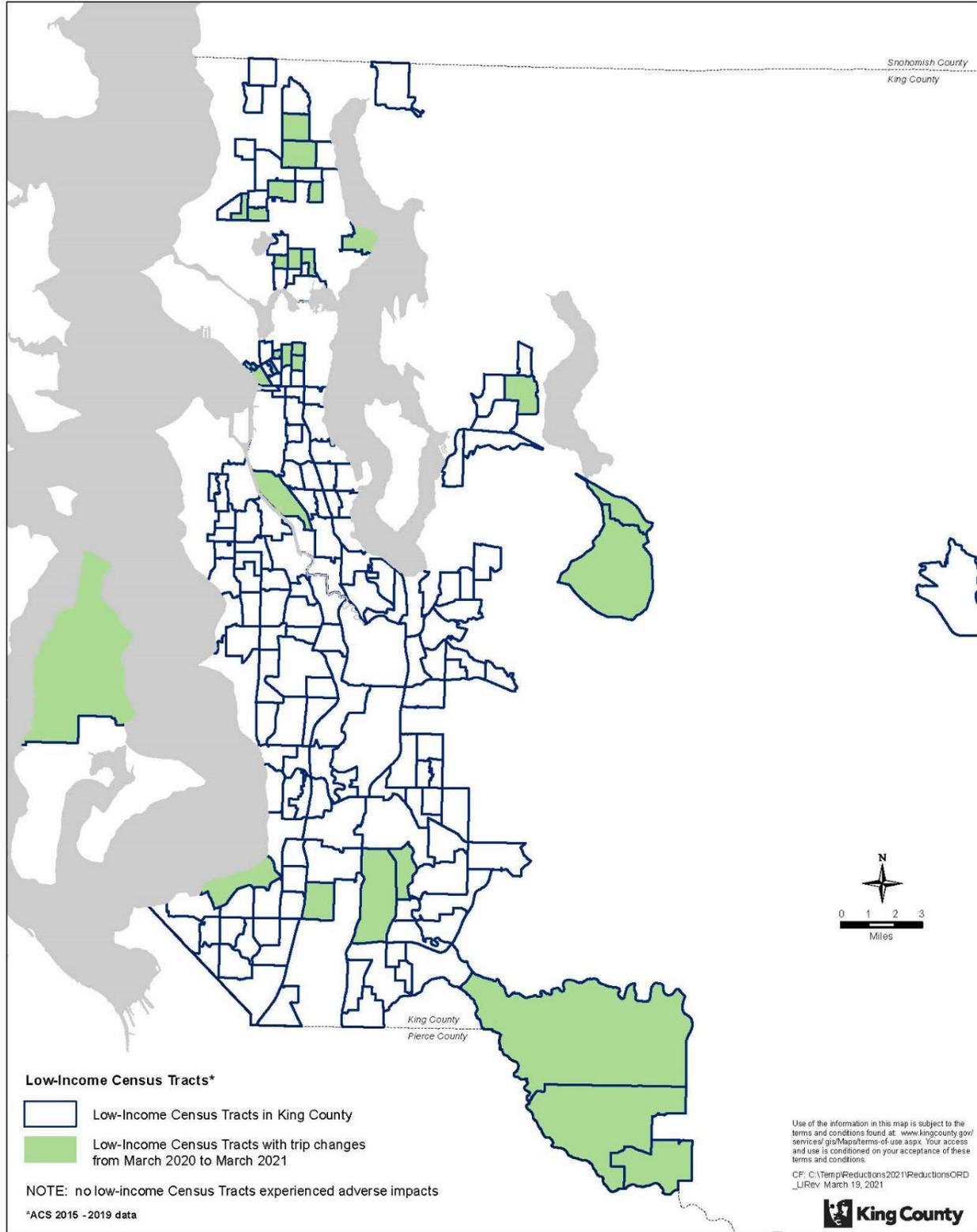
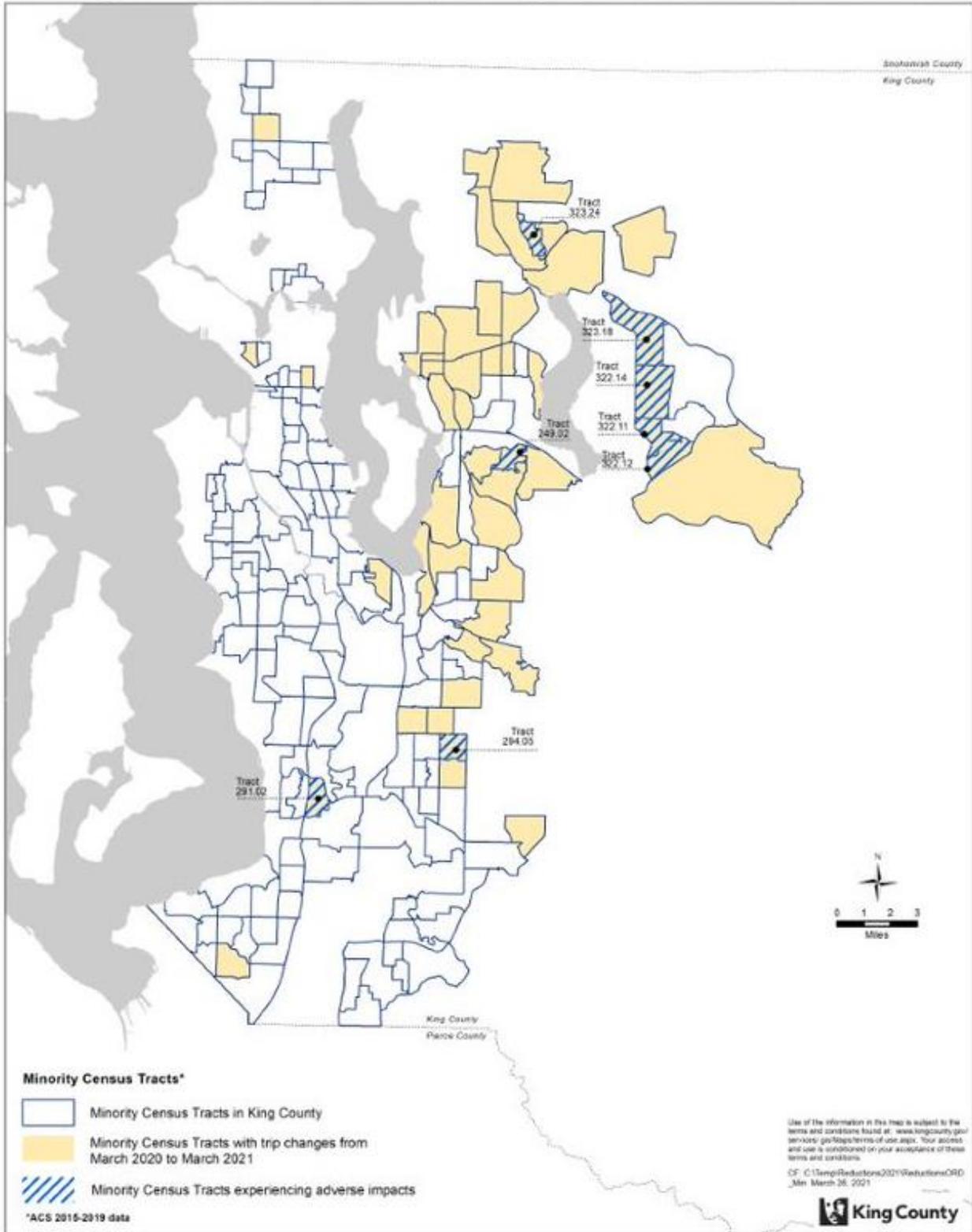


Figure 2: Impact of changes on minority census tracts.

Minority Census Tracts With Trip Changes: March 2020 to March 2021



V. Threshold 4: Alternatives and Mitigation

As stated in Section IV, there are adverse effects as defined by the Title VI regulations in eight census tracts. As shown in Figure 1, no low-income tracts are impacted. As shown in Figure 2, minority tracts 291.02 and 294.05 in south King County and minority tracts 249.02, 322.11, 322.12, 322.14, 323.18, and 323.24 in east King County are impacted.

Tract 291.02, Kent, Des Moines

As shown in Figures 3 and 4, this tract was served by routes 158, 159, 166, 183, 192, 193, and 197 prior to March 2020. This tract is currently served by routes 162, 183, and 193. Route 197 is suspended, while routes 158, 159, 166, and 192 were discontinued as part of the Renton-Kent-Auburn Area Mobility Plan implemented in Fall 2020, which was approved by the King County Council in April 2020. Overall, trips in this tract were reduced by 44 percent.

Route 197 is a peak-only route that connects Federal Way, Kent/Des Moines, downtown Seattle, and the University District. In the 2020 System Evaluation, Route 197 was in the bottom 25% on one productivity measure in all time periods in which it operated. Consistent with the county-wide COVID-19 response, maintaining the all-day network was prioritized over the peak-only network. Riders in Federal Way can utilize all-day Route 181 to connect to Federal Way Transit Center, where Sound Transit routes 577 and 578 provide connections to downtown Seattle. Link light rail provides service for riders destined for the University District.

Routes 158 and 159 were peak-only routes connecting Kent and downtown Seattle. These routes were deleted and replaced by Route 162 as part of the Renton-Kent-Auburn Area Mobility Plan.

Route 166 was an all-day route that connected Burien, Des Moines, and Kent. The Renton-Kent-Auburn Area Mobility Plan replaced routes 164 and 166 with new Route 165 to provide a one-seat ride connection between Burien, Des Moines, Kent, and Green River College in Auburn. As part of this change, the pathway of Route 165 was changed to not operate on Military Road, where daily boardings were low. Instead, Route 165 operates through the Lakes Community and on S 231st Way. This change was made to provide all-day service to tract 292.05, which is classified as low-income and minority. This change also provides access to an additional 1,800 housing units that are within a ¼-mile walkshed of service. In the Renton-Kent-Auburn Area Mobility Plan process, Metro identified equity priority tracts based on the King County Equity Score. This score measures the proportion of low-income, minority, and limited English-proficient populations compared to the King County average and scores tracts on a scale from one to five, with a score of five representing the highest concentrations of priority populations. Priority tracts for this project are those with a four or five score. According to this measure, tract 292.05 was a priority tract and tract 291.02 was not.

Route 192 was a low-performing peak-only route that connected Star Lake Park & Ride, with stops along Military Road, and the Kent Des Moines Park & Ride, to downtown Seattle. As part of the Renton-Kent-Auburn Area Mobility Plan, Route 192 was deleted. In this tract, riders at Kent Des Moines Park & Ride are served by Route 162. However, riders at stops along Military Road no longer have direct service to downtown Seattle. There is an average of 20 daily riders on this route segment. The Renton-Kent-Auburn Area Mobility Plan made this change to allow for re-investment in more all-day and weekend service that would provide better transit access for equity priority populations within the project study area.

Route 162 is a peak-only route connecting Kent and downtown Seattle. The Renton-Kent-Auburn Area Mobility Plan replaced routes 158 and 159 with Route 162.

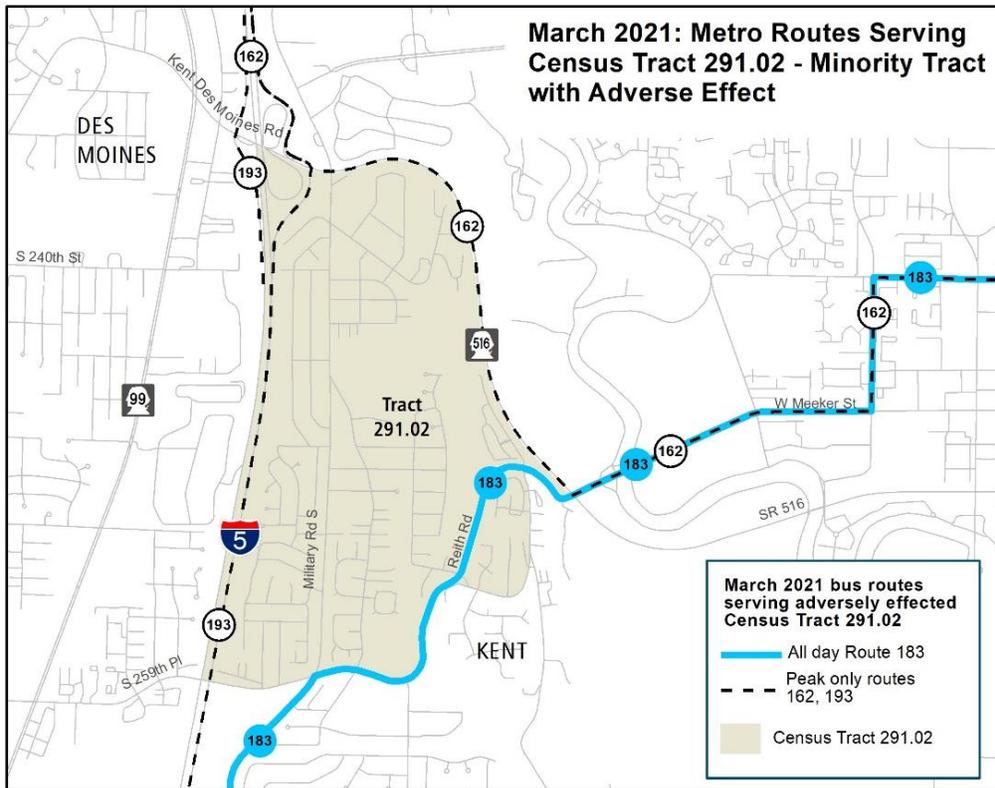
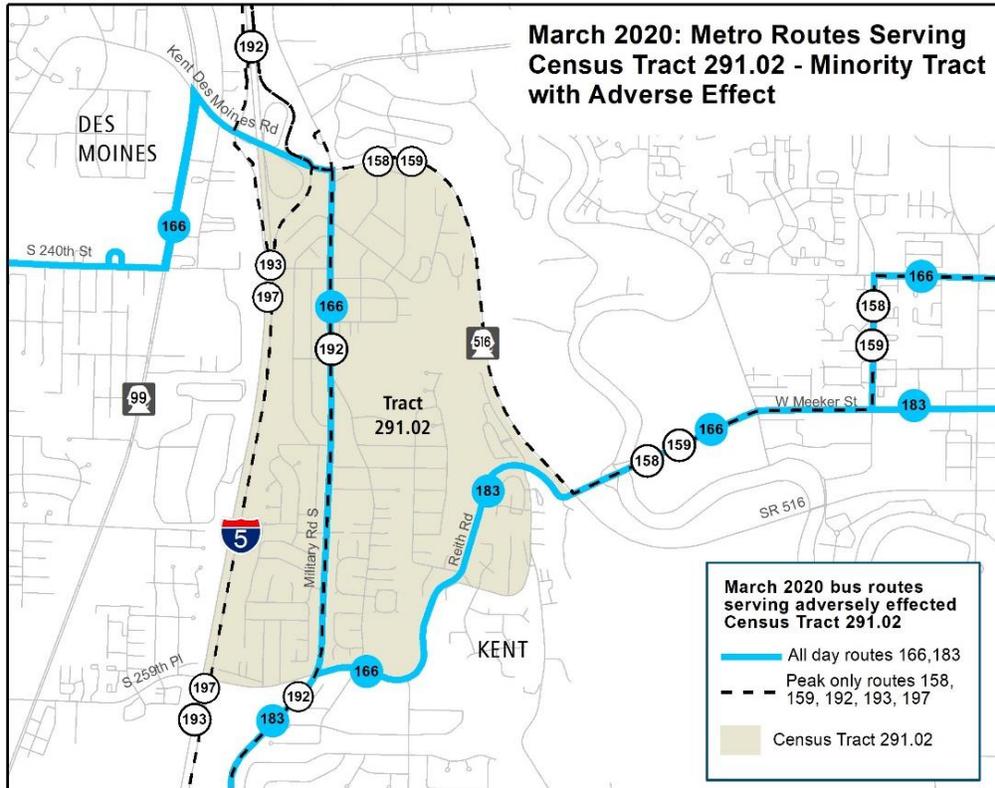
Route 183 is an all-day route connecting Federal Way, Star Lake, and Kent. In a year-over-year comparison between March 2020 and March 2021, Route 183 has maintained between 40 to 60 percent of its daily ridership during COVID-19.

Route 193 is a peak-only route connecting Federal Way, Star Lake, Kent, Tukwila, downtown Seattle, and First Hill. In a year-over-year comparison between March 2020 and March 2021, Route 193 has maintained between 40 to 80 percent of its daily ridership during COVID-19.

Figure 3: March 2020 routes that served tract 291.02.



Figure 4: Impact of changes on tract 291.02.



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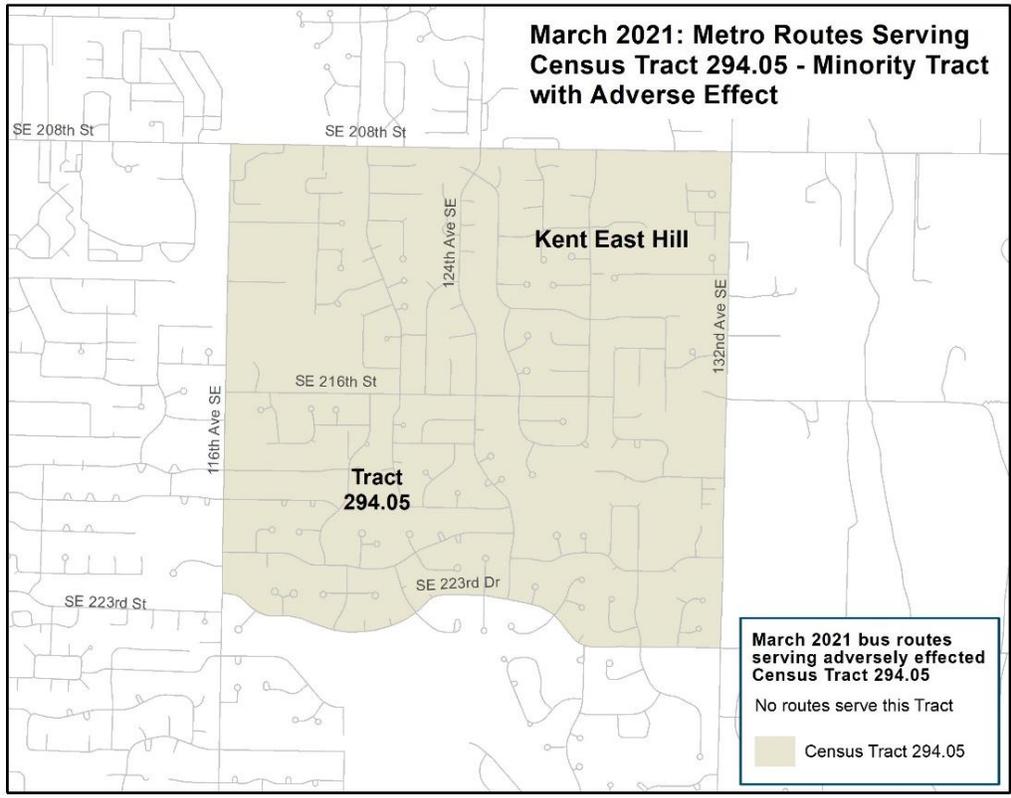
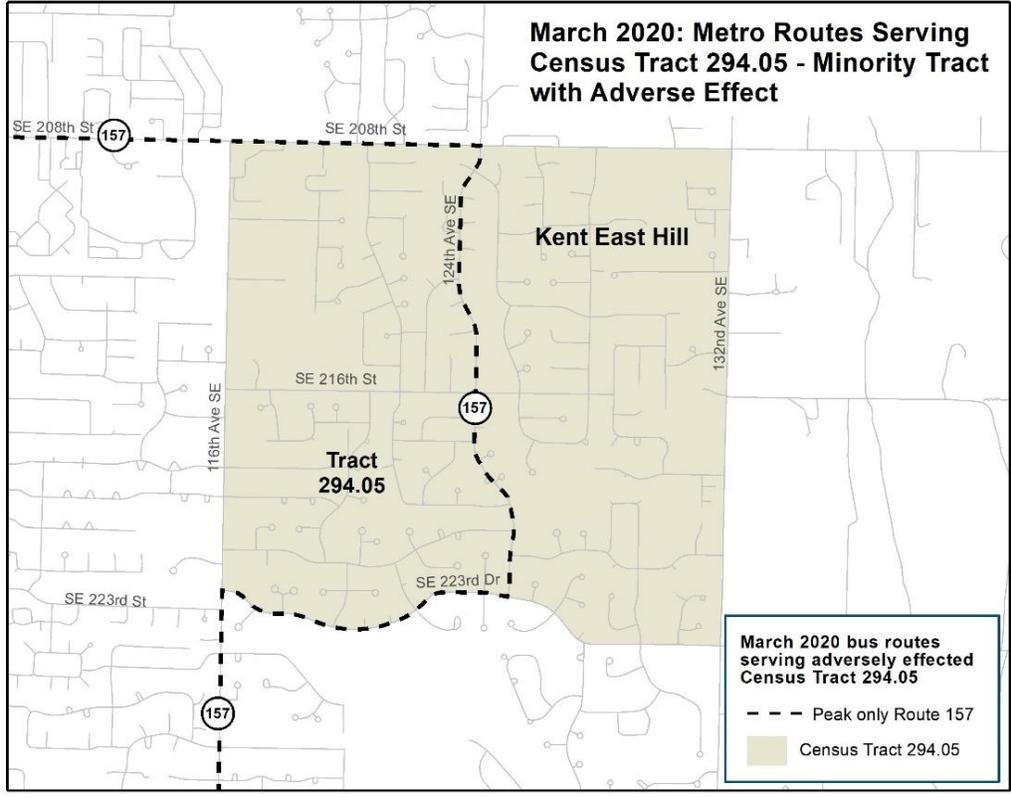


Tract 294.05, Kent East Hill

As shown in Figures 5 and 6, this tract was served by Route 157 prior to March 2020. Route 157 is currently suspended and trips in this tract were reduced by 100 percent.

Route 157 is a peak-only route connecting Kent East Hill and downtown Seattle. In the 2020 System Evaluation, Route 157 was in the bottom 25% on one productivity measure in all time periods in which it operated. Consistent with the county-wide COVID-19 response, maintaining the all-day network was prioritized over the peak-only network. Route 157 riders in this tract do not have direct alternative service but can access services that connect to downtown Seattle at Lake Meridian Park & Ride and Kent Station, which are between three and one half and four miles from this area.

Figure 6: Impact of changes on tract 294.05.



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March 30, 2021



Tract 249.02, Eastgate

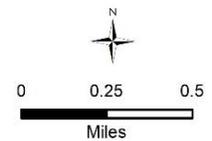
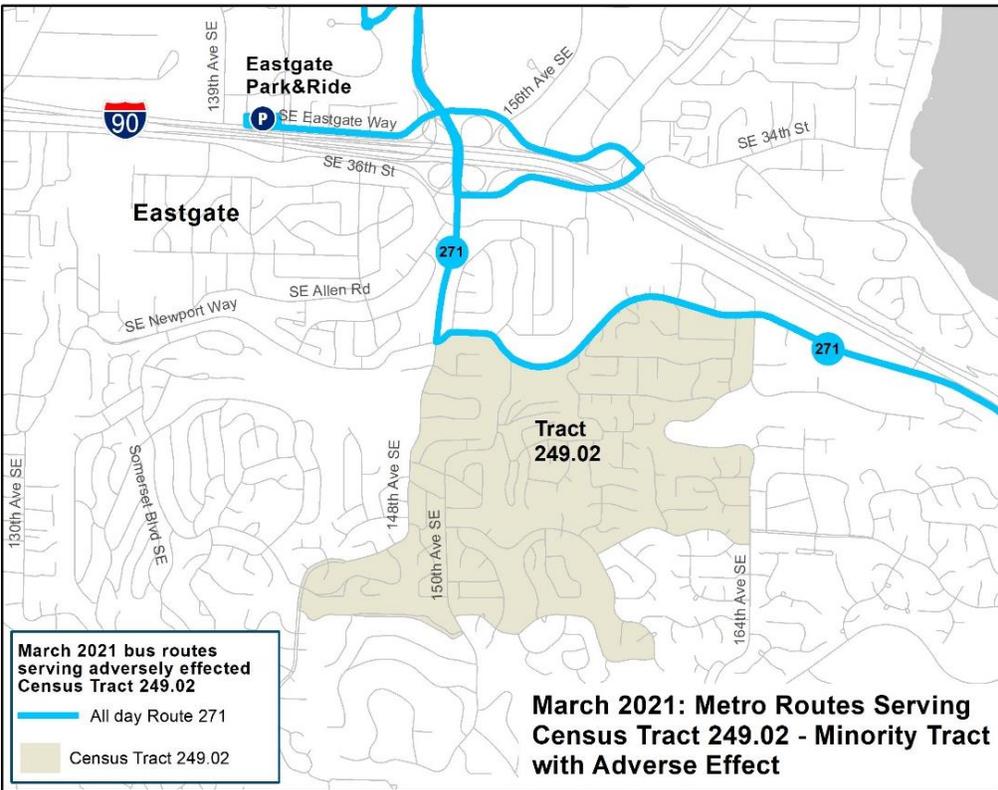
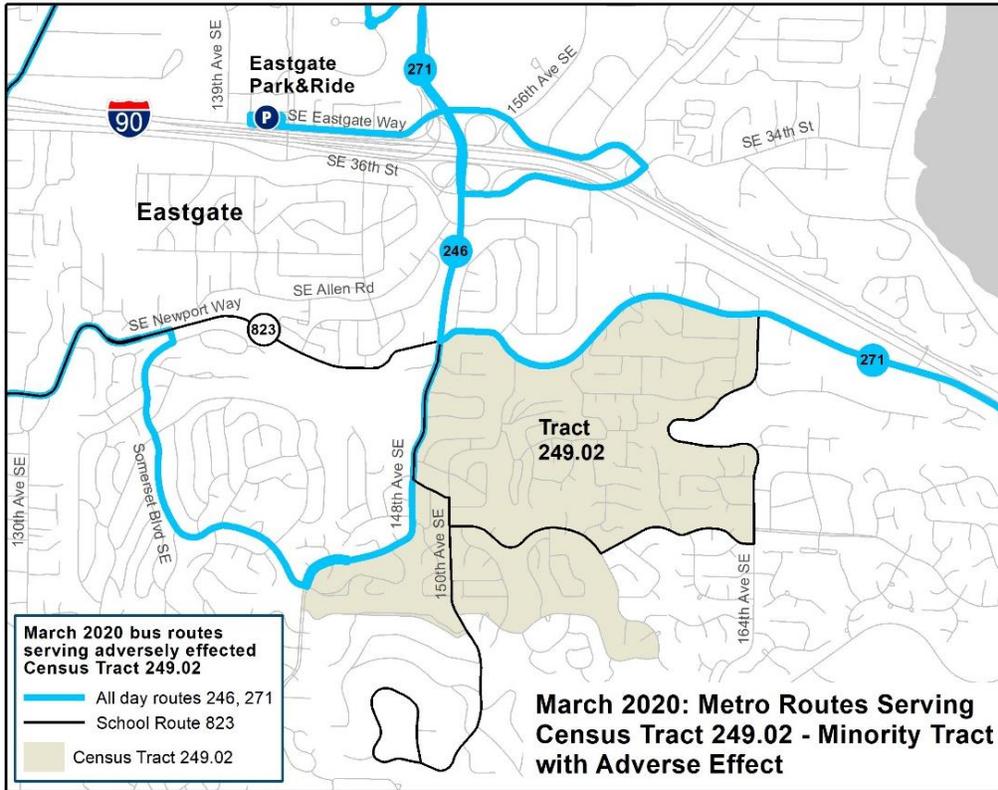
As shown in Figures 7 and 8, this tract was served by routes 246, 271, and 823 prior to March 2020. Currently, only Route 271 is operating in this tract while Route 246 is suspended and Route 823 is deleted. Trips in this tract were reduced by 26 percent.

Route 246 is a low-performing all-day route that connects Eastgate, Factoria, downtown Bellevue, and Clyde Hill. In the 2020 System Evaluation, Route 246 was in the bottom 25% on both productivity measures in all time periods in which it operated. Riders from Factoria continue to be served by Route 241 and riders from Eastgate are served by Route 271 while Route 246 is suspended. The alternate routes, routes 241 and 271, provide more frequent connections between Eastgate, Factoria, and Bellevue than Route 246, which was hourly service.

Route 271 is a frequent, all-day route that connects Issaquah, Eastgate, Bellevue College, downtown Bellevue, Medina, and the University District in Seattle. Frequency on Route 271 was temporarily reduced to approximately every 20-minutes during the day due to decreased ridership. This reduction is a partial suspension during COVID-19. In a year-over-year comparison between March 2020 and March 2021, Route 271 has maintained between 20 to 50 percent of its daily ridership during COVID-19.

Route 823 was a school route for students in the Bellevue School District. Most schools in King County have been operating remotely since March 2020 and school districts requested that school routes be suspended until students return for in-person learning. Bellevue School District has decided not to renew their contract with King County Metro to provide transportation services, therefore Route 823 will not be brought back in service. School routes are exempt from King County's major service change definition, per Section 23.94.022.C of King County Code.

Figure 8: Impact of changes on tract 249.02.



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March 30, 2021



Tracts 322.11, 322.12, 322.14, 323.18, Sammamish

As shown in Figures 9 and 10, these tracts were served by routes 216, 219, and 269, and Sound Transit Route 554 prior to March 2020. Currently, only Route 269 and ST Route 554 are operating in this tract, while routes 216 and 219 are suspended. Trips in tract 322.12 were reduced by 32 percent; the other three tracts saw trips reduced by 31 percent.

Routes 216 and 219 are peak-only routes that connect Redmond, Sammamish, Issaquah, and Mercer Island to downtown Seattle. Route 216 terminates at the Bear Creek Park & Ride and Route 219 terminates in SE Redmond along NE Redmond Way/Redmond-Fall City Road NE but operate on the same pathway through Sammamish and the impacted census tracts. Route 269 and Sound Transit Route 554 continue to provide all-day coverage through Sammamish along the same pathway as routes 216 and 219 in the impacted census tracts. Route 269 connects the Issaquah Transit Center and Overlake Park & Ride, while Sound Transit Route 545 connects Redmond and downtown Seattle, via Bellevue. .

Route 269 is an all-day route that connects the Issaquah Transit Center, Pine Lake, the Bear Creek Park & Ride, and the Overlake Park & Ride. In a year-over-year comparison between March 2020 and March 2021, Route 269 has maintained between 30 to 60 percent of its daily ridership during COVID-19.

Figure 9: March 2020 routes that served tracts 322.11, 322.12, 322.14, and 323.18.

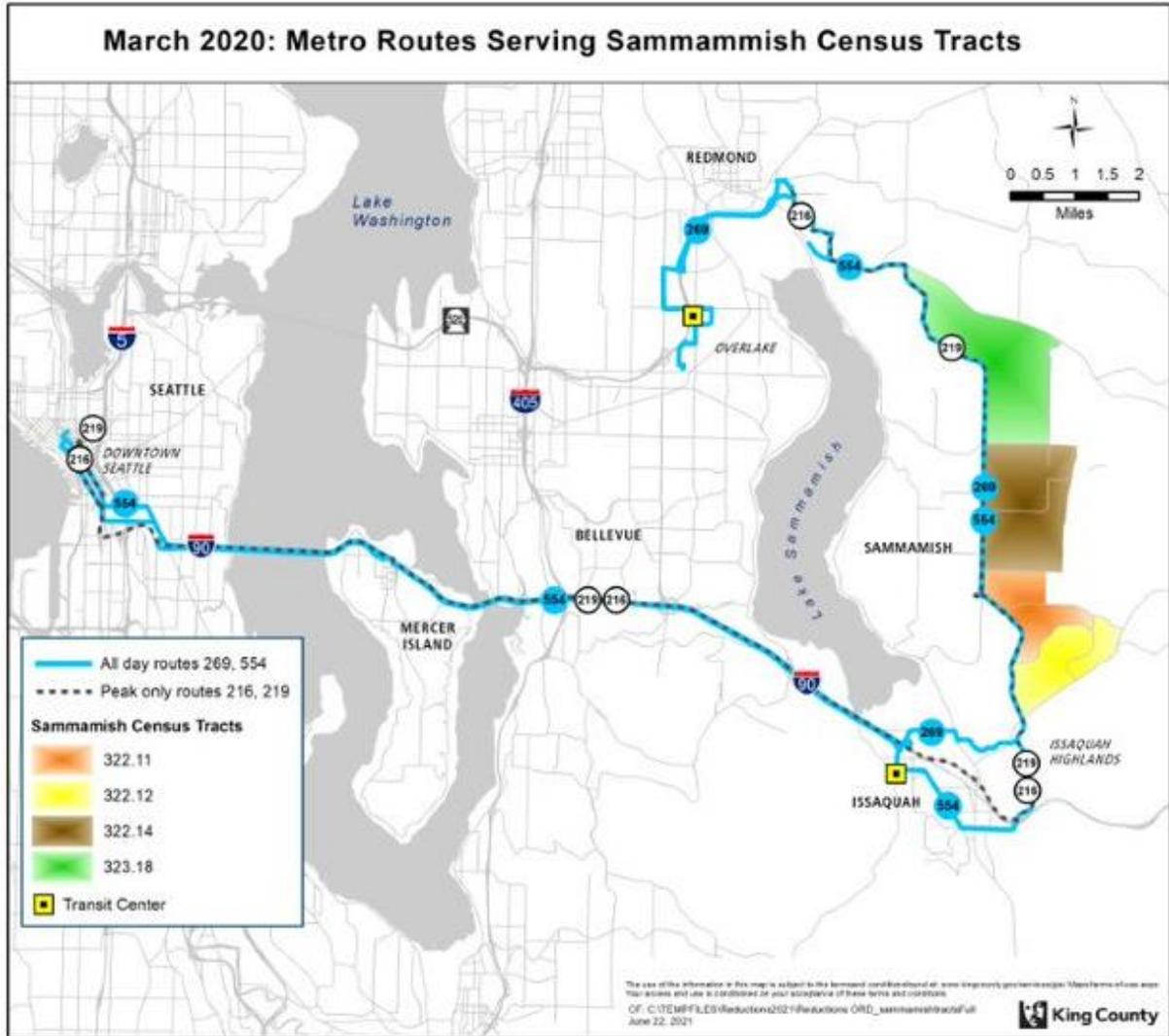
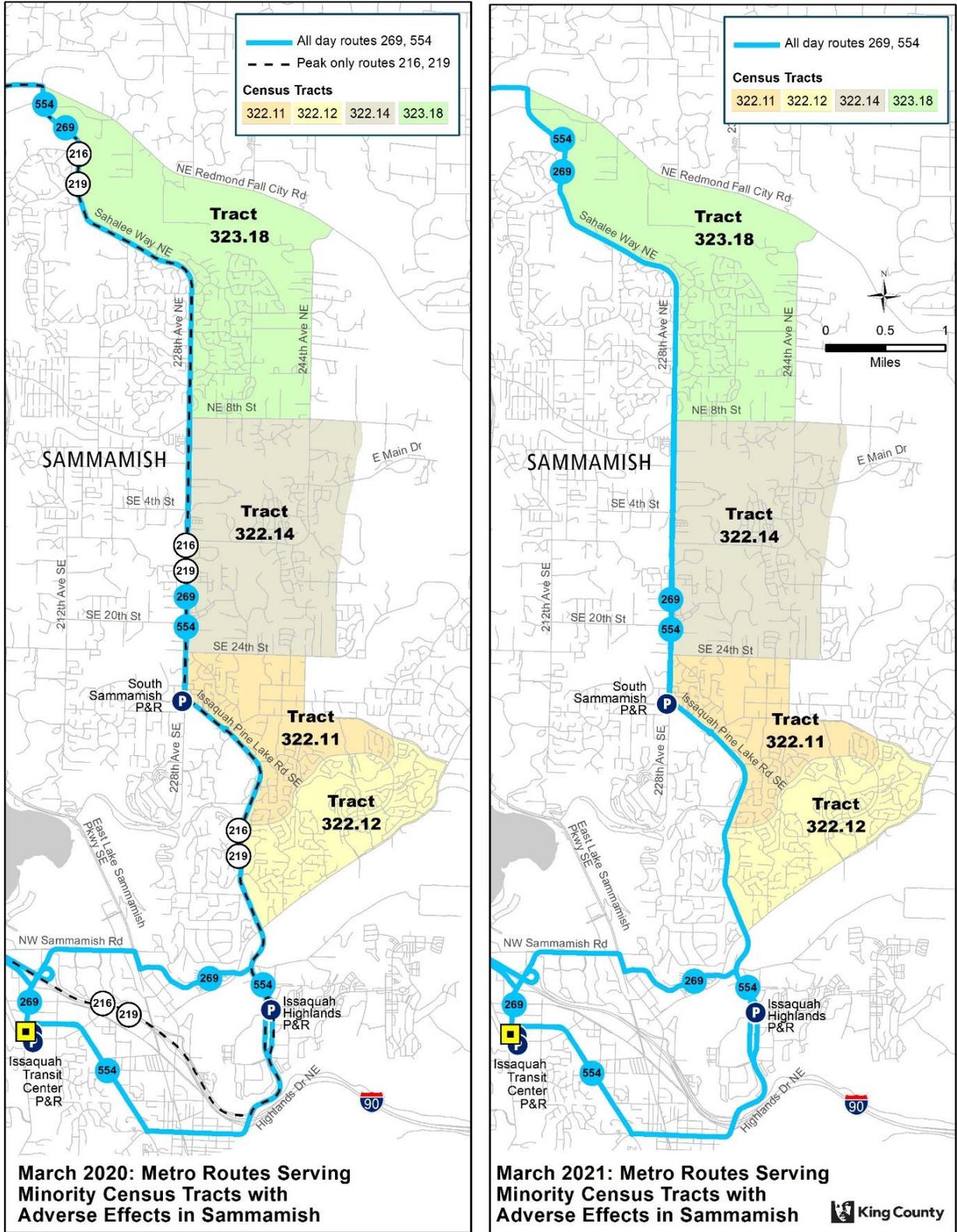


Figure 10: Impact of changes on tracts 322.11, 322.12, 322.14, and 323.18.



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Tract 323.24, Redmond – Downtown

As shown in Figures 11 and 12, this tract was served by routes 221 and 931 prior to March 2020. Currently, only Route 221 is operating in this tract, while Route 931 is suspended. Trips in this tract were reduced by 32 percent.

Route 931 is a bidirectional, peak-only DART route that connects UW Bothell/Cascadia College, Woodinville, and Redmond, via English Hill and Avondale Road NE, with a demand-responsive area between downtown Bothell and Woodinville. Riders between Bothell and Woodinville continue to be served by Sound Transit Route 522. Between Woodinville and Redmond, riders can connect to Route 231 and then transfer to Route 250 at the Kirkland Transit Center. There is no service currently through Cottage Lake, English Hill, or on Woodinville Redmond Road.

Route 221 is an all-day route that connects Education Hill, Redmond Transit Center, Bellevue College, and the Eastgate Park & Ride. In a year-over-year comparison between March 2020 and March 2021, Route 221 has maintained between 30 to 50 percent of its daily ridership during COVID-19.

Figure 11: March 2020 routes that served tract 323.24.

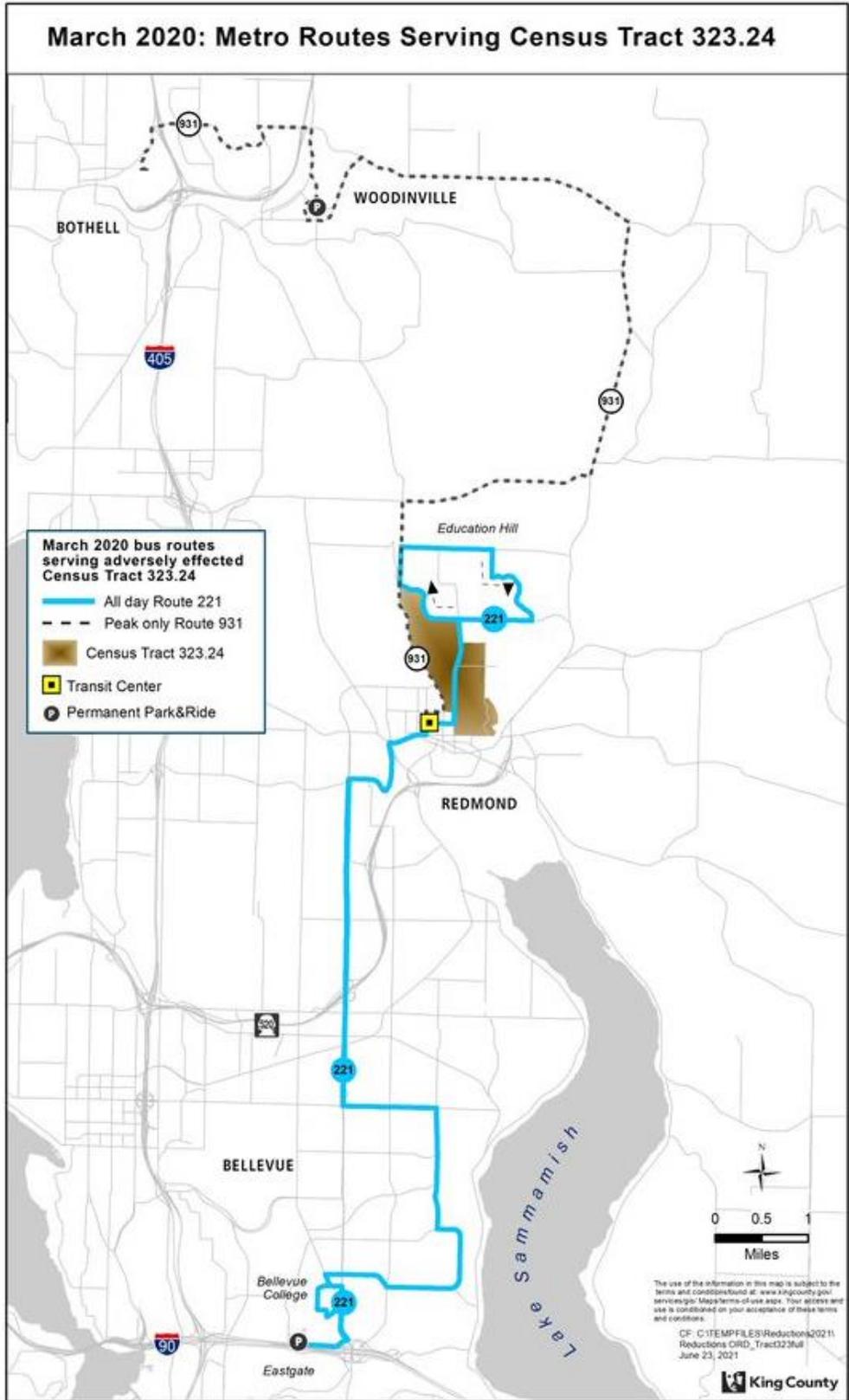
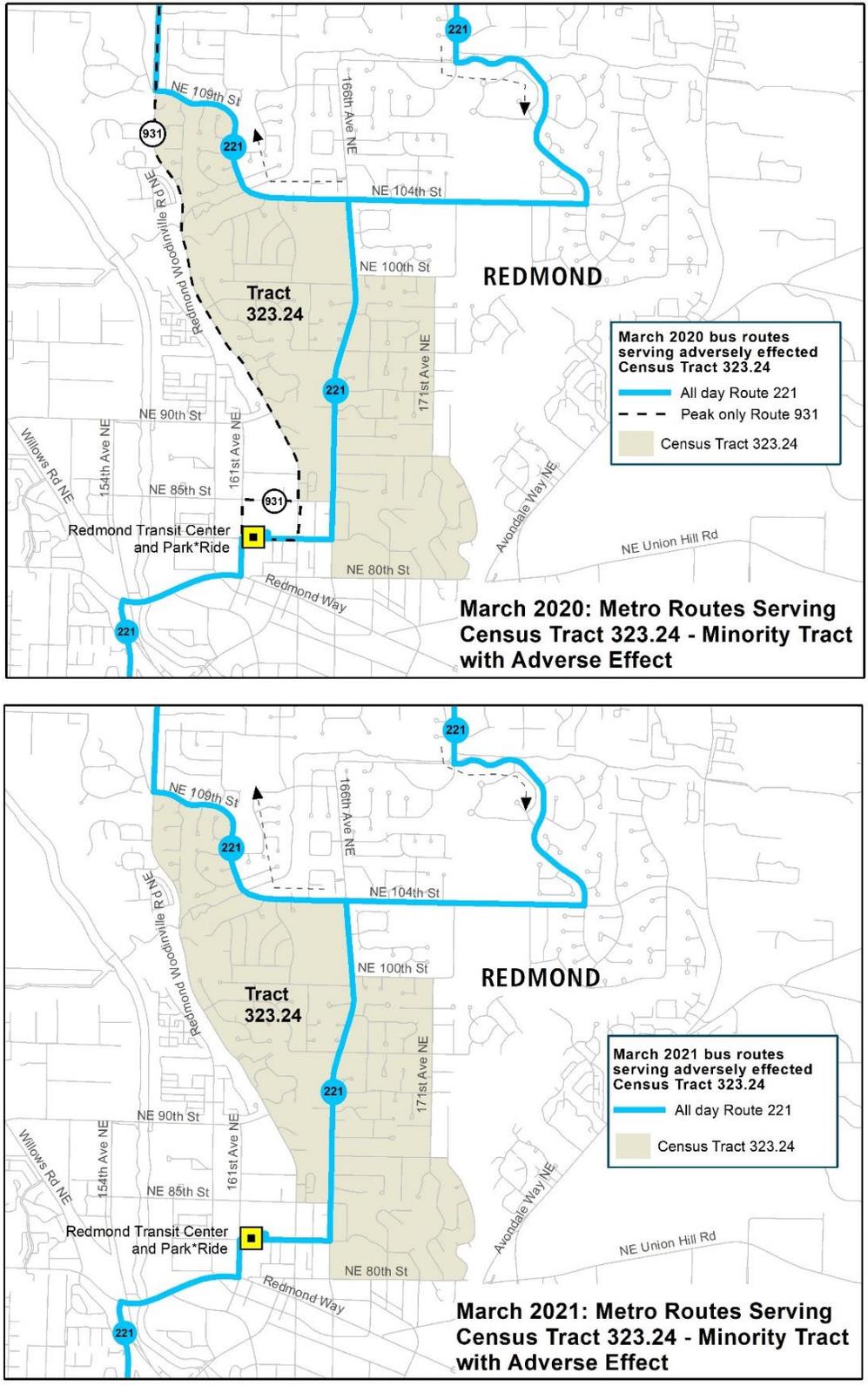


Figure 12: Impact of changes on tract 323.24.



Supplemental Service

As part of Metro's response to the COVID-19 pandemic, new crowding thresholds were developed to help facilitate social distancing among riders using transit. These thresholds represent approximately one rider occupying every other seat and are significantly lower than Metro's typical crowding thresholds. While system ridership is reduced, because of the lower COVID-19 ridership thresholds, many routes still experience crowding that makes maintaining social distancing difficult. Metro developed a process to implement supplemental service on routes experiencing crowding during the COVID-19 pandemic.

Routes are identified for supplemental service using the average maximum passenger load over the COVID-19 threshold, average number of daily trips over the COVID-19 ridership threshold, percent of observed trips over the COVID-19 ridership thresholds, the King County Metro Equity Score, and if the route serves a hospital. Routes are prioritized based on a score developed using the above factors. Supplemental trips are implemented on an as-needed basis, beyond regularly scheduled service.

Routes and time periods that are identified as being chronically crowded had supplemental trips added to their schedules as part of the March 2021 service change.

Service Restoration

As King County looks towards a post-COVID-19 future, it is critical that Metro ensures bus service is scaled to encourage and accommodate customers as they return to public transit. Service restoration will balance workforce and budget constraints, travel demands, and vehicle load limits. Metro plans to gradually restore suspended service where it is needed most, starting with the September 2021 service change.

While demand estimation is an imperfect science, Metro plans to restore approximately 200,000 service hours in September 2021. This is roughly half of the service that has been suspended due to the COVID-19 pandemic, with remaining service restorations and changes planned in 2022. There may be long-term, permanent service changes due to changes in demand and travel patterns. Any permanent changes, including the possibility of some suspended services not being restored following the conclusion of the pandemic, would be subject to future Title VI analysis and approval by the King County Council. Decisions on service restoration and future service will be influenced by ridership before and during the pandemic; crowding; productivity; plans for returning to in-person operations at employers, schools, and other institutions; the Governor's Safe Start phases; and the findings of this report.

APPENDIX A: Affected Routes and Rider Alternatives

| Route | Action | Alternatives |
|--------------|--------------------|--|
| 5X | Suspend Route 5X. | Alternative service is provided by Route 5 between Greenwood Ave N and downtown Seattle. |
| 9X | Suspend Route 9X. | Alternative service is provided by routes 7 or 106 between Rainier Valley and downtown Seattle, or Route 60 and the First Hill Streetcar to First Hill. |
| 15X | Suspend Route 15X. | Alternative service is provided by RapidRide D Line between Ballard and downtown Seattle. |
| 17X | Suspend Route 17X. | Alternative service is provided by Route 40 between Crown Hill and downtown Seattle. |
| 18X | Suspend Route 18X. | Alternative service is provided by Route 40 between Crown Hill and downtown Seattle. |
| 19X | Suspend Route 19X. | Alternative service is provided by Route 40 between Crown Hill and downtown Seattle. |
| 22 | Suspend Route 22. | Alternative service is provided by routes 21, 21X, and RapidRide C Line. |
| 29 | Suspend Route 29. | Alternative service is provided by RapidRide D Line, routes 31, 32, and 40 from Ballard and Fremont or routes 1, 2, 3, 4, or 13 from Queen Anne or Uptown. |
| 37 | Suspend Route 37. | Alternative service is provided by Route 50 to SODO or routes 773, 775, and the Water Taxi to downtown Seattle. |
| 47 | Suspend Route 47. | Alternative service is provided by routes 10, 43, 49 or Link light rail between Capitol Hill and downtown Seattle. |
| 63 | Suspend Route 63. | Alternative service is provided by routes 40, 41 or 67 to connect to routes 2, 3, 4, 12, 62, 64, or RapidRide C Line to downtown Seattle or First Hill. |
| 71 | Suspend Route 71. | Alternative service is provided by routes 65 and 67 to the University of Washington. |
| 76 | Suspend Route 76. | Alternative service is provided by Route 65 to the University of Washington and Route 62 or Link light rail to downtown Seattle. |

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| 77 | Suspend Route 77. | Alternative service is provided by routes 75, 347, and 348 to Northgate Transit Center and Route 41 to downtown Seattle. From Maple Leaf/Lake City Way, ST Route 522 provides alternative service to downtown Seattle. |
| 78 | Suspend Route 78. | Alternative service is provided by routes 31, 32, 65, 67, and 75 to the University of Washington. |
| 113 | Suspend Route 113. | Alternative service is provided by routes 120, 131, or 132 from the Burien Transit Center. |
| 114 | Suspend Route 114. | Alternative service is provided by routes 105 and 240 to Eastgate Park & Ride or downtown Renton, and Route 101 or ST Route 554 to downtown Seattle. |
| 116X | Suspend Route 116. | Alternative service is provided by RapidRide C Line. |
| 118X | Suspend Route 118X. | Route 118 will operate on Vashon Island only. From Fauntleroy, alternative service is provided by RapidRide C Line. |
| 119X | Suspend Route 119X. | Route 119 will operate on Vashon Island only. From Fauntleroy, alternative service is provided by RapidRide C Line. |
| 121 | Suspend Route 121. | Alternative service is provided by routes 120, 131, or 132 from the Burien Transit Center. Route 166 provides alternative service to the Burien Transit Center. |
| 122 | Suspend Route 122. | Alternative service is provided by routes 120, 131, or 132 from the Burien Transit Center. Routes 150, 156, and Link light rail provide alternative service from Southcenter and SeaTac Station. |
| 123 | Suspend Route 123. | Alternative service is provided by routes 120, 131, or 132 from the Burien Transit Center. Route 631 (Burien Community Shuttle) provides alternative service to the Burien Transit Center. |
| 143 | Suspend Route 143. | Alternative service is provided by routes 150, 160, 162, and 168. |
| 154 | Suspend Route 154. | Alternative service is provided by ST Sounder and routes 131 and 132 to Federal Center. |

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| | | From Tukwila Station, alternative service is provided by routes 124, 150, and RapidRide F Line. |
| 157 | Suspend Route 157. | Direct service to downtown Seattle is provided by Route 162. Riders can also use routes 168 or 914 to connect to Route 150 or ST Sounder to connect to downtown Seattle. |
| 167 | Suspend Route 167. | Alternative service is provided by Route 101 and Link light rail from Renton, or Route 255 or ST Route 542 from SR-520 to the University District. |
| 177 | Suspend Route 177. | From Federal Way, alternative service is provided by ST routes 577 or 578. From SeaTac, alternative service is provided by ST Route 574 and Link Light rail. Other alternative service is provided by Route 183 to routes 150, 162, or ST Sounder. |
| 178 | Suspend Route 178. | From Federal Way, alternative service is provided by Route 182 or ST routes 577 or 578. Other alternative service is provided by Route 183 to routes 150, 162, or ST Sounder. |
| 179 | Suspend Route 179. | Alternative service is provided by Route 181 or ST routes 577 or 578. |
| 190 | Suspend Route 190. | Alternative service is provided by RapidRide A Line to Link light rail, Route 165 to Route 162, or Route 183 to Route 150 or ST Sounder. |
| 197 | Suspend Route 197. | Alternative service is provided by Route 181 to ST routes 577 or 578 to downtown Seattle. Link light rail connects downtown Seattle to the University District. |
| 200 | Suspend Route 200. | Alternative service is provided by routes 269, 271, and ST Route 554. |
| 214 | Suspend Route 214. | Alternative service is provided by ST Route 554. |
| 216 | Suspend Route 216. | Alternative service is provided by Route 269 between Beak Creek Park & Ride and the Issaquah Highlands Park & Ride. ST routes 550, 545, and 554 also provide alternative service. |

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| 217 | Suspend Route 217. | Alternative service is provided by ST Route 554. |
| 219 | Suspend Route 219. | On weekends, alternative service is provided by Route 269 between Beak Creek Park & Ride and the Issaquah Highlands Park & Ride. ST Route 554 also provides alternative service. |
| 232 | Suspend Route 232. | Between Duvall and the Redmond Transit Center, alternative service is provided by Route 224. Alternative service to Bellevue is provided by RapidRide B Line. |
| 237 | Suspend Route 237. | Alternative service is provided by routes 231, 250, 331, and ST routes 522 and 535 between Woodinville, Kirkland, and Bellevue. |
| 246 | Suspend Route 246. | From Factoria, alternative service is provided by Route 241. From Bellevue, alternative service is provided by Route 271. |
| 249 | Suspend Route 249. | Alternative service is provided by routes 226, 241, 250, 271, and RapidRide B Line. |
| 252 | Suspend Route 252. | Alternative service in Kingsgate is provided by routes 239 and 930. Alternative service to Seattle is provided by routes 255, 257, and 311. |
| 268 | Suspend Route 268. | Alternative service to Seattle is provided by ST Route 545. |
| 308 | Suspend Route 308. | From Jackson Park, alternative service is provided by routes 65, 73, 373 connecting to Route 41 or Link light rail to downtown Seattle. Along SR-522 in Lake Forest Park and Shoreline, alternative service is provided by ST Route 522. |
| 312 | Suspend Route 312. | Alternative service is provided by ST Route 522. While Route 312 is suspended, ST Route 522 will serve all stops normally served by Route 312 along Lake City Way NE and NE Bothell Way. |
| 316 | Suspend Route 316. | Alternative service is provided by Route 26 or routes 345, 346 to Route 41 at Northgate Transit Center. |
| 342 | Suspend Route 342. | Alternative service from Bellevue to Renton is provided by ST routes 560 and 566. For |

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| | | alternative service between Bothell and Bellevue, use ST Route 535. For alternative service between Shoreline and Bothell, use Route 331 and ST Route 522. |
| 355 | Suspend Route 355. | Alternative service is provided by routes 5 and 70 from downtown Seattle, and routes 26, 45, and RapidRide E Line between Wallingford and Greenwood. |
| 628 | Suspend Route 628 (Snoqualmie Community Shuttle). | Alternative service is provided by Route 208 or SVT Valley Shuttle (629). |
| 630 | Suspend Route 630 (Mercer Island Community Shuttle). | On Mercer Island, alternative service is provided by Route 204. From Mercer Island to Seattle, alternative service is provided by ST routes 550 and 554. Alternative service is provided by routes 2, 3, 4, 12, 27, 60, and the First Hill Street Car to First Hill. |
| 931 | Suspend Route 931. | Alternative service is provided by routes 231, 250, and ST Route 522. |

APPENDIX B: Description of Service Reductions Planning Process

Service Reductions in COVID-19 – King County Metro Planning Process

The rapid emergence of coronavirus/COVID-19 in King County in late February and March 2020 created an immediate need to plan for service reductions. This outline describes considerations in reductions planning in relation to Title VI regulations and King County’s social equity priorities.

In preparing for any service reductions, King County Metro considers customer needs as well as the ways those needs may vary by demographic characteristics of areas and riders, including areas with high relative proportions of priority populations. This document details actions taking in planning service, but does not include comprehensive actions that King County Metro is taking to best serve customers including important changes such as decisions to suspend fare collection and make associated operational changes, or decisions around engaging or communicating with the public.

Scoping, Assessment, and Analysis

During the first week of March 2020, Metro staff met to discuss reductions planning and options for preparing for reductions. That week, a 9-step reductions plan that was developed to set up sequential steps for reduction. Each step has been reviewed and adjusted to match the needs of the COVID-19 situation. The plan approach to potential reduced schedules included:

- Represent King County values and maintain a focus on the customer
- Minimize loss of service and coverage throughout the county
- Prioritize limiting high frequency routes where ridership decline may allow low-impact reductions
- Each step in reducing schedules should result in a cohesive, explainable, and understandable network
- Each iteration of a shrinking network must be operationally feasible
- No reroutes/snow routes, new routes, snow shuttles, or new networks

Metro informed FTA of service reductions consistent with the emergency situation. Those communications included the following additional outline of how social equity is being considered in reductions.

Equity in delivery of bus service is protected at each step primarily through:

1. Minimizing coverage loss and service span reductions, by:
 - a. focusing reductions on peak trips,
 - b. reducing peak service where there is a local alternative, and
 - c. maintaining all-day, two-way routes
2. Maintaining access to the existing network that best serves people who rely on transit and will need to continue to work in hospitals, service, and other industries where teleworking is not an option
3. Minimizing service reductions to priority populations, specifically low-income and people of color
4. Metro is also supporting public health with creative uses of our contracted services to meet COVID-related mobility needs that effect the most vulnerable.

Planning for a wide range of reductions from relatively minor reductions to a full system shut-down mean that equity is considered throughout but in different ways depending on the magnitude of the shut-down. In this phase of planning, assessment has consisted of use of existing data sources and information as well as developing and using new tools to understand the context of the community and the state of the transit system as reductions are considered. For COVID work, this has included:

- Reviewing maps of populations overlaid with demographic characteristics, including reviewing the County’s Vulnerable Communities Data tool and CDC Vulnerability Index
- Developing (with KC GIS Center) a new March 2020 system map that included locations of medical facilities for use by staff working on various aspects of reductions.
- Developing plans for preservation of connections to medical facilities in Seattle and “last connections” to medical facilities in Burien and Snoqualmie.
- Developing new ridership and crowding metrics to reflect initial social distancing goals, targeting 12 people on a 40’ bus and 18 people on a 60’ bus. This included development of new dashboards for ridership and crowding monitoring.
- Reviewing customer comments.
- Communicating with and receiving feedback from critical partners such as partner transit agencies (Sound Transit, Pierce Transit, Community Transit) and cities including those that help fund service (Seattle, Mercer Island).
- Reviewing ridership data since the emergence of the pandemic, with selected findings including:
 - Ridership declined rapidly and substantially from the pre-COVID figure of over 415,000 boardings per day to approximately 100,000-110,000 boardings per day by the last week of March/first week of April 2020.
 - All routes saw ridership declines, but declines were not observed evenly and some notable trends included:
 - Greater percentage declines on peak commuter routes than all-day routes
 - Lower percentage declines on routes classified as “low-income” and “minority” according to Metro’s Title VI methodology
 - Lower percentage declines on all-day routes serving South King County
 - Strong ridership continues even in early April on critical routes serving Seattle despite substantial reduction from pre-COVID levels including but not limited to the D Line (~4,600/day) serving Ballard and downtown Seattle; E line (~7,500/day) serving Shoreline, north Seattle via SR-99, and downtown Seattle; 36 (~3,000/day) serving Beacon Hill and downtown Seattle, and 7 (~6,000/day) serving the Rainier Valley and downtown Seattle.
 - Sustained ridership on some routes at levels that likely did not allow for adequate social distancing under initial social distancing requirements including those listed above as well as routes such (in order of severity) E Line between Shoreline and downtown Seattle, via SR-99; A Line between the Federal Way Transit Center and the Tukwila International Boulevard Station; 180 between Auburn and Burien, via SeaTac Airport (replaced with routes 160, 161, and 184 in Fall 2020); and D Line between Ballard and downtown Seattle.

All of the information above and more has been incorporated into planning for reductions as the pandemic has evolved and required deeper reductions over time.

Implementation, Learning & Adjustment

Implementation has had three phases at present. The implementation of each stage of reduction has included checking reductions against the latest data and preparing to receive feedback and make decisions about adjustments as issues emerge.

- ***March 23:*** Initial Reduced Service implemented, preserving most routes at reduced level.
- ***March 30:*** Adjustments add back service at Atlantic and South Bases.
- ***April 6:*** Second iteration of Reduced Service implemented, removing peak commuter service.
- ***April 18-20:*** Third iteration of Reduced Service implemented, including the first Saturday reductions and additional weekday reductions

As Metro has implemented changes, the organization has also made adjustments as it learns from customers and data analysis. For example, adding back service at Atlantic and South Bases the second week of reductions was a direct step to try to provide more service on routes that were maintaining higher ridership and serving areas with high priority populations. Adding back and maintaining some service on peak-only commuter routes to First Hill medical centers during the third and fourth phases of reductions was a direct step to try to provide access to essential jobs for employees. In both instances, the changes were the result of synthesizing customer feedback and ridership data.

APPENDIX C: Email to FTA re: Metro Service Cuts due to COVID-19 Impacts, March 19, 2020

Williams, Ella

From: Morrison, David
Sent: Thursday, March 19, 2020 10:43 AM
To: Linda.Gehrke@dot.gov
Cc: jeremy.borrego@dot.gov; Macneith, Christopher (FTA); Scot.Rastelli@dot.gov; OClair, Christina; Eldred, David; Chalmers, Katie
Subject: Metro Service Cuts due to COVID-19 Impacts

Hi Linda,

King County has announced that Metro will implement service reductions of approximately 25% on Monday, March 23 in response to the impacts of the Novel Corona Virus pandemic. Metro has experienced a very steep decline in ridership over the past two weeks and as of last Thursday, ridership was down approximately 45% from the same period last year. Metro is implementing these service reductions with the following equity and social justice principles as a framework:

Social equity

Equity in delivery of bus service is protected at each step primarily through:

1. Minimizing coverage loss and service span reductions:
 - o working to maintain the existing network to the extent possible, by:
 - o focusing reductions on peak trips,
 - o reducing peak service where there is a local alternative, and
 - o maintaining all-day, two-way routes
2. Maintaining access to the existing network that best serves people who rely on transit and will need to continue to work in hospitals, service, and other industries where teleworking is not an option
3. We are also supporting public health with creative uses of our contracted services to meet COVID-related mobility needs that affect the most vulnerable.

In both telephone and email correspondence with your staff on March 18, it is Metro's understanding that we may undertake these reductions without performing a standard Title VI analysis due to the President's declaration of a National Emergency and Metro's need to take immediate action in response to the crisis. Metro will continue to analyze its service network and will strive to provide mobility options for as many King County residents as possible, always with equity as a guiding principle. We greatly appreciate the timely, helpful information provided by your staff and will keep your office updated on any changes to our operations as events unfold. Again, we appreciate the FTA's ongoing guidance and assistance as we work to assist our community during these difficult times. Please let me know if you need additional information.

Dave Morrison
Grants Administrator
King County Metro Transit
206-477-3818

Certificate Of Completion

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| Envelope Id: 4AAE8FCA9FCE41D0BF7ACA442082B0D3 | Status: Completed |
| Subject: Please DocuSign: Motion 15929.docx, Motion 15929 Attachment A.docx | |
| Source Envelope: | |
| Document Pages: 3 | Signatures: 2 |
| Supplemental Document Pages: 35 | Initials: 0 |
| Certificate Pages: 2 | Envelope Originator: |
| AutoNav: Enabled | Cherie Camp |
| Enveloped Stamping: Enabled | 401 5th Ave |
| Time Zone: (UTC-08:00) Pacific Time (US & Canada) | Suite 100 |
| | Seattle, WA 98104 |
| | Cherie.Camp@kingcounty.gov |
| | IP Address: 198.49.222.20 |

Record Tracking

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| Status: Original | Holder: Cherie Camp | Location: DocuSign |
| 9/8/2021 2:32:56 PM | Cherie.Camp@kingcounty.gov | |
| Security Appliance Status: Connected | Pool: FedRamp | |
| Storage Appliance Status: Connected | Pool: King County General (ITD) | Location: DocuSign |

Signer Events

Claudia Balducci
 claudia.balducci@kingcounty.gov
 King County General (ITD)
 Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

 7E1C273CE9994B6...
 Signature Adoption: Pre-selected Style
 Using IP Address: 73.83.124.149
 Signed using mobile

Timestamp

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 Signed: 9/13/2021 9:30:36 AM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign
 Supplemental Documents:

Motion 15929 Attachment A.docx

Viewed: 9/13/2021 9:30:18 AM
 Read: Not Required
 Accepted: Not Required

Melani Pedroza
 melani.pedroza@kingcounty.gov
 Clerk of the Council
 King County Council
 Security Level: Email, Account Authentication (None)

DocuSigned by:

 8DE1BB375AD3422...
 Signature Adoption: Uploaded Signature Image
 Using IP Address: 198.49.222.20

Sent: 9/13/2021 9:30:40 AM
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 Signed: 9/13/2021 10:05:14 AM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign
 Supplemental Documents:

Motion 15929 Attachment A.docx

Viewed: 9/13/2021 10:05:09 AM
 Read: Not Required
 Accepted: Not Required

In Person Signer Events

Signature

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Editor Delivery Events

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Agent Delivery Events

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Intermediary Delivery Events

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| Witness Events | Signature | Timestamp |
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| Certified Delivered | Security Checked | 9/13/2021 10:04:58 AM |
| Signing Complete | Security Checked | 9/13/2021 10:05:14 AM |
| Completed | Security Checked | 9/13/2021 10:05:14 AM |

| Payment Events | Status | Timestamps |
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