



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

July 22, 2014

Ordinance 17848

Proposed No. 2014-0272.3

**Sponsors Dembowski, Hague, Dunn,
Lambert and von Reichbauer**

1 AN ORDINANCE relating to transit service reductions.

2 STATEMENT OF FACTS:

3 1. The Metro transit system is funded mainly by sales tax, and due to the
4 inherently unstable and variable nature of that funding source, the amount
5 of operating funds available from that source varies with the health of the
6 economy. The devastating economic downturn that started in 2008 and the
7 resulting drastic decline in sales tax revenues caused a projected shortfall
8 in the transit division's operating funds of about \$1.2 billion for the years
9 2009 through 2015 compared to long-range expected revenues in the
10 financial plan.

11 2. Following recommendations from the King County auditor and
12 commencing in 2009, the transit division has undertaken a series of
13 significant actions to address the revenue shortfall, including increasing
14 system-wide operating efficiencies, using one-time reserve funds,
15 eliminating staff positions, reducing capital programs, raising fares,
16 negotiating labor savings with employees, eliminating many lower-
17 performing bus routes and reinvesting service hours in higher-performing
18 routes and generating new revenue, resulting in \$798 million in combined
19 cost savings and revenue enhancements, with a net annual, ongoing

20 positive impact to the division's budget of approximately \$148 million.

21 Although the worst of the Great Recession has passed and sales tax
22 revenue is currently increasing, being \$31 million above projections for
23 2014 and \$31 million above projections in 2015, the economy has not
24 recovered enough to generate the sustained sales tax revenues needed to
25 operate the size of the system and as it is currently structured.

26 3. In 2010, the regional transit task force unanimously recommended a
27 comprehensive policy framework for an efficient and effective transit
28 system, balancing productivity with geographic and social equity,
29 resulting in the adoption of the Strategic Plan for Public Transportation
30 2011-2021 and the King County Metro Service Guidelines. The
31 guidelines were updated in 2013.

32 4. A temporary funding source, the congestion reduction charge, was
33 authorized by the state Legislature and approved by the council in 2011,
34 through Ordinance 17169. The intent of this legislation was to help
35 address transit revenue shortfalls during the severe economic downturn
36 and allow the Metro transit system to continue reducing congestion on
37 some of the state's most crowded highways. The legislation provided for a
38 temporary congestion reduction charge with the expectation that a
39 comprehensive, long-term package would address Metro transit shortfalls
40 and other regional and statewide transportation needs.

41 5. With the expiration of the temporary congestion reduction charge in
42 June 2014 and the prior drawdown of certain of its reserve funds, the
43 transit division continues to face significant budget challenges.

44 6. Section 425.40 of the King County Charter establishes the dates by
45 which the revenue forecast and its updates shall be transmitted for use as
46 the basis for the executive's proposed budget. The forecast council is
47 scheduled to consider any updates to March 2014 revenue forecast on July
48 18, 2014, and August 21, 2014.

49 7. The county must plan for a Metro transit system with service hours at a
50 level consistent with the adopted budget, as is the current practice. Going
51 forward, the updated revenue forecasts and the 2015/2016 budget process
52 will provide an opportunity to more fully evaluate the financial capacity of
53 the transit division and its level of service hours to be delivered over the
54 next two years.

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

60 9. The transit division conducted required public outreach and Title VI
61 service equity analysis in accordance with applicable federal regulations
62 and King County code and policy.

63 10. The proposed September 2014 service reductions implemented by this
64 ordinance are within the adopted 2013-2014 service hour budget.

65 11. In May and June of 2014, the council conducted public hearings and
66 received input on the proposed service reduction proposal. As a result of
67 this public input, the council finds that additional review and consideration
68 of potential route restructures and reductions is appropriate in order to
69 consider potential alternatives that are consistent with the Strategic Plan
70 for Public Transportation 2011-2021 and the King County Metro Service
71 Guidelines. The council received compelling testimony from community
72 and technical colleges, hospitals, institutions serving disadvantaged and at-
73 risk populations and Daybreak Star Indian Center, as well as input from
74 cities and unincorporated communities. The council finds that additional
75 engagement between such entities and communities and Metro transit
76 through community workshops is desirable and appropriate in order to
77 inform transit service change proposals.

78 12. Consistent with strategies 6.2.3 and 6.2.4 of the Strategic Plan for
79 Public Transportation 2011-2021, dial-a-ride and other alternative service
80 transit has the potential to be used to reduce costs and serve lower
81 productivity corridors and centers, as well as drive innovation in the transit
82 system.

83 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

84 SECTION 1. The September 2014 public transportation service changes for King
85 County, substantially as described in Attachment A to this ordinance, are hereby
86 approved and shall be implemented beginning September 27, 2014.

87 SECTION 2. Metro transit system service shall be reduced by one hundred
88 eighty-eight thousand transit service hours in February 2015. By September 2, 2014, and
89 after considering the recommendation called for in section 3 of this ordinance regarding
90 the level of recommended transit hour service reductions for February 2015, the
91 executive may, however, propose adjusting the February 2015 service hour reductions,
92 and thereafter shall transmit to the council a service change ordinance to implement any
93 necessary transit service reductions.

94 SECTION 3. A. An ad hoc committee on transit reductions is established.

95 B.1. The committee shall consist of:

96 a. the executive; and

97 b. three councilmembers, comprised of the chairs of the budget and fiscal
98 management committee, the committee of the whole and the transportation, economy and
99 environment committee, or their successors.

100 2. The members of the committee may designate a representative to attend any
101 meeting and act on behalf of such member in carrying out the work of the committee.

102 C. The committee shall:

103 1. Consider any recommendations of the interbranch working group established
104 by Motion 14149 in order to inform its recommendations on February service hour
105 reduction targets;

106 2. By August 28, 2014, make recommendations to the executive and the council
107 regarding transit service hour reductions for February 2015, after considering the July 18,
108 2014, and August 21, 2014, revenue forecast information and considering current transit
109 division finances. The committee shall first meet not later than July 31, 2014. To
110 constitute a meeting of this ad hoc committee, at least the executive or his designee and
111 any two councilmembers or their designated representatives must be present. The
112 recommendations for service hour changes in February 2015 shall be consistent with the
113 Strategic Plan for Public Transportation 2011-2021 and King County Metro Service
114 Guidelines.

115 D. The committee shall work in good faith toward consensus and a unanimous
116 agreement.

117 SECTION 4. The executive is requested to transmit a report by September 4,
118 2014, that identifies, by route and number of trips, the current ridership of people with
119 disabilities who use mobility aides and use the dial-a-ride transit service, and the
120 estimated cost and the operational impacts of the these riders who will transition to either
121 Access or regular bus service as a result of the dial-a-ride transit services reductions in
122 2014 and anticipated in 2015. The report shall also analyze how transit service that is or
123 could be provided by others under contract with the transit division, including, but not
124 limited to, dial-a-ride transit, could be used to reduce or avoid transit service reductions
125 in 2015 and make the transit system more efficient and productive, consistent with
126 strategies 6.2.3 and 6.2.4 of the Strategic Plan for Public Transportation 2011-2021
127 relating to alternative public transportations services and delivery. The report should
128 include options for maintaining the current level of alternative service in the transit

129 system, including dial-a-ride transit, and recommendations for preserving the existing
130 dial-a-ride transit infrastructure to enable effective and efficient redeployment of existing
131 service hours consistent with the Strategic Plan for Public Transportation 2011-2021 and
132 King County Metro Service Guidelines. The report shall be filed by the executive in the
133 form of a paper original and electronic copy with the clerk of the council, who shall
134 retain the original and provide an electronic copy to all councilmembers, the council's
135 chief of staff and the lead staff for the transportation, economy and environment
136 committee, or its successor.

137 SECTION 5. Concurrently with the transmittal of the executive's proposed
138 budget for 2015/2016, the executive is requested to transmit a report that describes
139 various revenue and expense reduction options for the transit division for the council's
140 consideration that could avoid or reduce transit service reductions proposed for 2015.
141 The report should include the results of any work or recommendations to date resulting
142 from processes provided for in Motion 14149. In the report, the executive may wish to
143 list the options, the revenue range associated with each option, and any other
144 considerations that may be helpful for the council's review. The report shall be filed by
145 the executive in the form of a paper original and electronic copy with the clerk of the
146 council, who shall retain the original and provide an electronic copy to all
147 councilmembers, the council's chief of staff and the lead staff for the transportation,
148 economy and environment committee, or its successor.

149 SECTION 6. As part of development of any service change proposal for 2015 or
150 2016, the executive is requested to offer community workshops, for example, with cities,
151 community organizations, including unincorporated area organizations, to review and

152 explore service change proposals and collaboratively explore possible alternatives. The
153 executive shall transmit a report to the council containing a summary of the outreach
154 process and summarizing alternatives developed to any proposed service change together
155 with any subsequently proposed service change ordinance. The report shall be filed by
156 the executive in the form of a paper original and electronic copy with the clerk of the
157 council, who shall retain the original and provide an electronic copy to all
158 councilmembers, the council's chief of staff and the lead staff for the transportation,
159 economy and environment committee, or its successor.

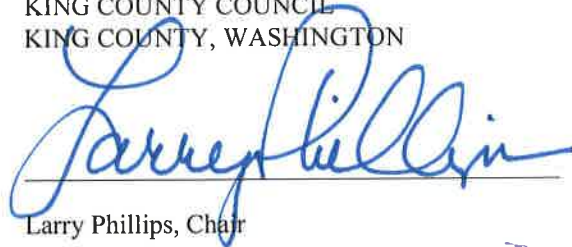
160 SECTION 7. The executive is requested to transmit to the council, following
161 adoption of the 2015/2016 Budget Ordinance, a proposed service change ordinance
162 consistent with the Strategic Plan for Public Transportation 2011-2021 and King County

163 Metro Service Guidelines for any remaining transit service reductions necessary to
164 implement the 2015/2016 budget.
165

Ordinance 17848 was introduced on 6/30/2014 and passed as amended by the Metropolitan King County Council on 7/21/2014, by the following vote:


Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague,
Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr.
Upthegrove
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON




Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 31 day of July, 2014.



Dow Constantine, County Executive

RECEIVED
2014 JUL 31 PM 4:13
CLERK
KING COUNTY COUNCIL

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

April 24, 2014

SEPTEMBER 2014
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY

ROUTE: 7EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

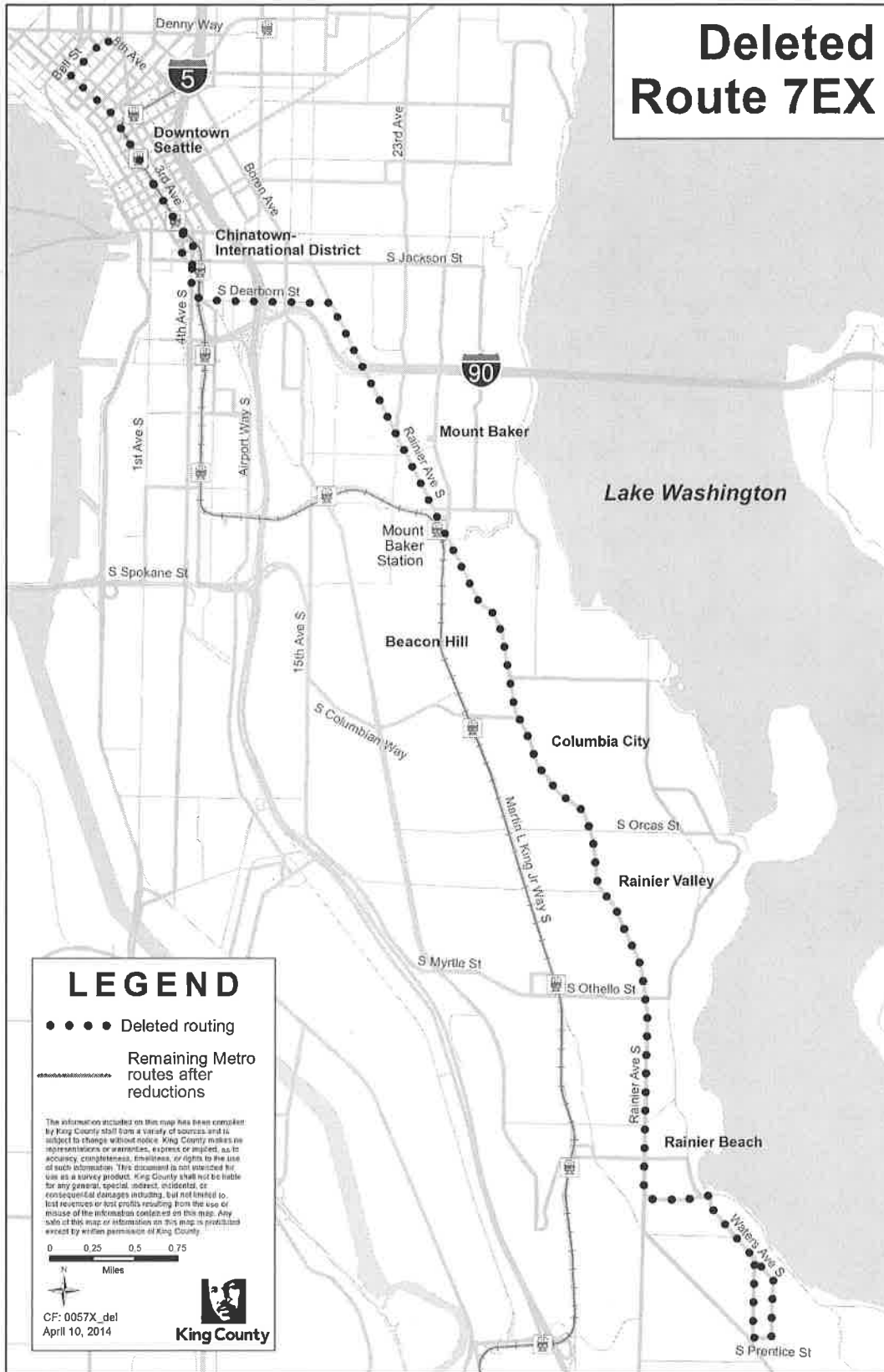
IMPACTED SERVICE AREA:

Rainier Beach, Rainier Valley, Chinatown-International District, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 7 and Sound Transit Link light rail will provide alternative service between Rainier Beach and downtown Seattle.



ROUTE: 19

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

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IMPACTED SERVICE AREA:

West Magnolia, Interbay, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Routes 24 and 33 will provide alternative service between Magnolia and downtown Seattle via Interbay.



LEGEND

- Unchanged routing
- New routing
- Deleted routing
- Remaining Metro routes after reductions

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CF: 019_del
February 19, 2014

King County

Deleted Route 19

ROUTE: 27

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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- *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.*
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IMPACTED SERVICE AREA:

Leschi, Central Area, Yesler Terrace, Downtown Seattle

SERVICE CHANGE:

Discontinue service during midday weekdays and on weekends.

Discontinue night service at approximately 7:00 PM on weekdays.

Routes 14 and 106 will provide alternative service between the Central Area and downtown Seattle and there will be no fixed route alternative in Leschi.

ROUTE: 30

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

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- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Sand Point, Ravenna, University District

SERVICE CHANGE:

Discontinue service during midday weekdays and on weekends.

Discontinue night service at approximately 7:00 PM on weekdays.

Route 74 Express will provide alternative service during the peak periods in the peak direction and routes 48, 65, 73, 75, and 372EX will provide alternative service in Sand Point, Ravenna, and the University District.

ROUTE: 47

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

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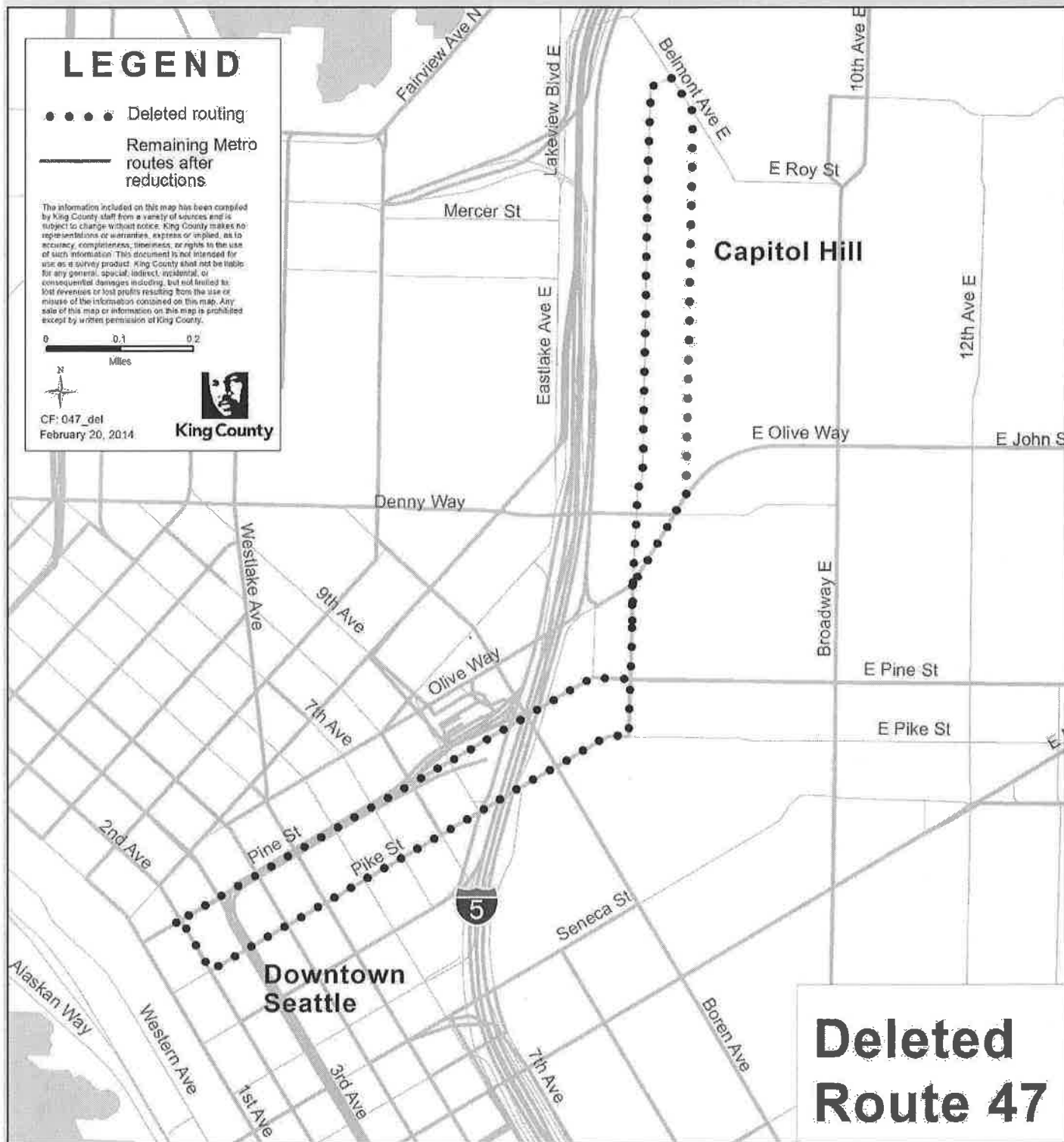
IMPACTED SERVICE AREA:

Capitol Hill, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Routes 10, 11, 43, and 49 will provide alternative service between Capitol Hill and downtown Seattle.



ROUTE: 48EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Loyal Heights, Greenwood, University District

SERVICE CHANGE:

Discontinue route.

Route 48 will provide alternative service between Loyal Heights and the University District.



ROUTE: 61

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
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- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

North Beach, Ballard

SERVICE CHANGE:

Discontinue route.

Routes 17, 18 and 40 will provide alternative service between North Beach and Ballard via Sunset Hill.



ROUTE: 62

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

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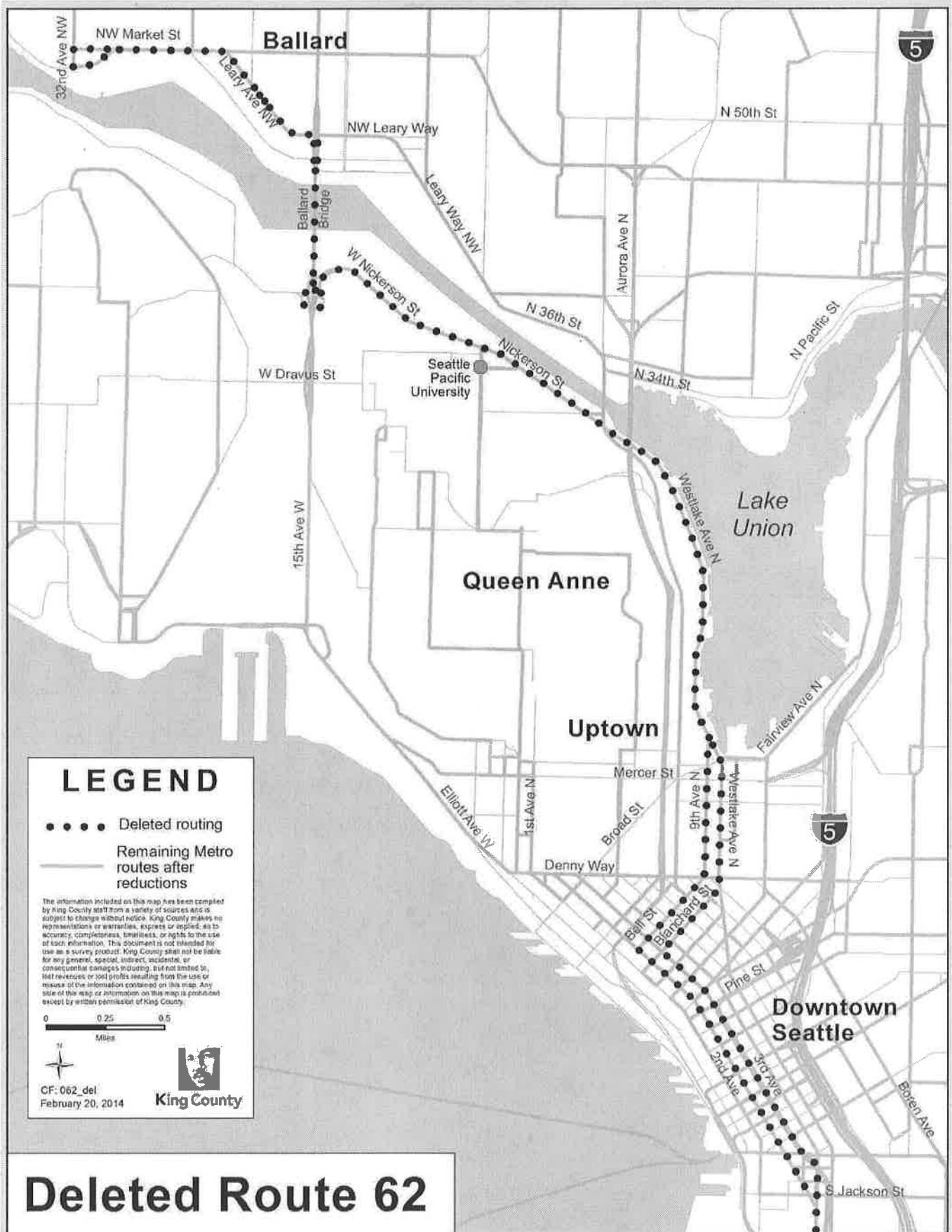
IMPACTED SERVICE AREA:

Ballard, Queen Anne, South Lake Union, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by routes 3 and 13 between Seattle Pacific University and downtown Seattle, Route 40 on Westlake Avenue, and Route 32 on W Nickerson Street.



ROUTE: 82

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
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IMPACTED SERVICE AREA:

Greenwood, Green Lake, Wallingford, Fremont, Queen Anne, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

The RapidRide E Line will provide alternative night owl service between downtown Seattle and Greenwood and there will be no fixed route alternative in Wallingford, East Green Lake or Upper Queen Anne.



ROUTE: 83

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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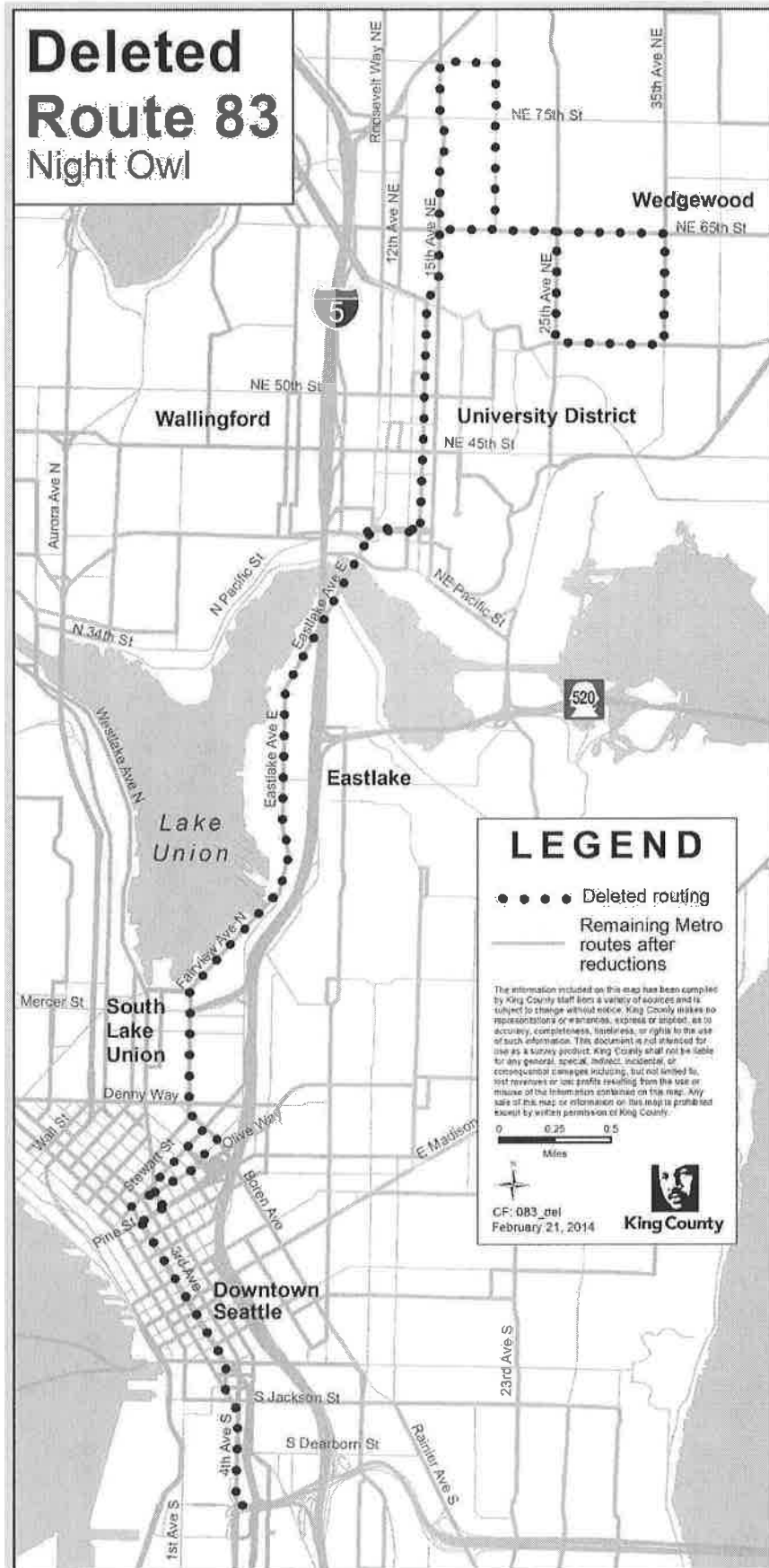
IMPACTED SERVICE AREA:

Ravenna, University District, Eastlake, South Lake Union, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 49 will provide one night owl trip between the University District and downtown Seattle via Capitol Hill and there will be no fixed route alternative to Eastlake, Ravenna or Wedgewood.



ROUTE: 84

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Madrona, Madison Park, Central District, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 49 will provide one night owl trip between downtown Seattle and Capitol Hill and there will be no fixed route alternative to Madison Park or the Central District.

Deleted Route 84 Night Owl



ROUTE: 139

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
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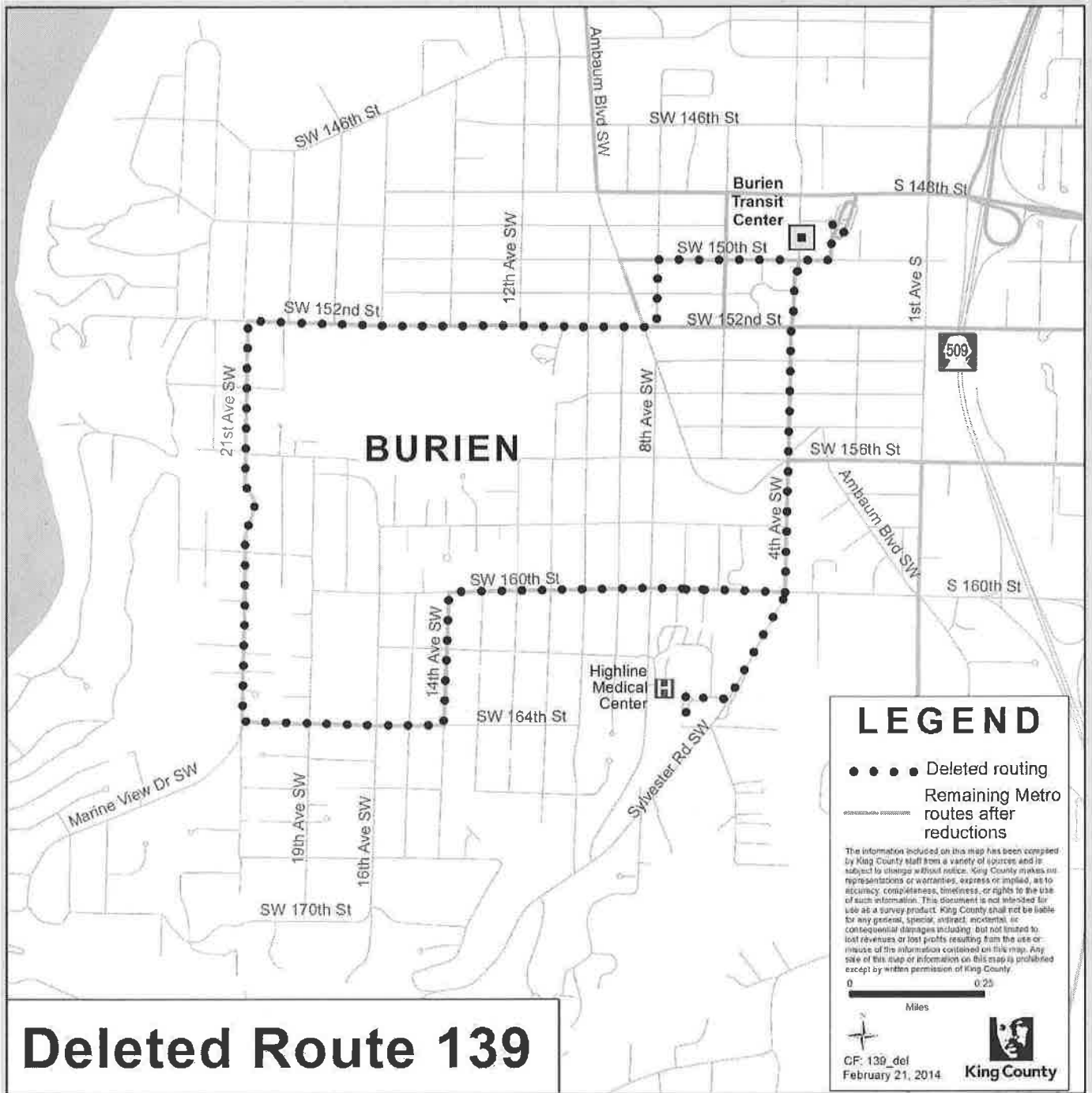
IMPACTED SERVICE AREA:

Gregory Heights, Burien, Highline Medical Center

SERVICE CHANGE:

Discontinue route.

Route 123 will provide alternative service during the peak periods in the peak direction and there will be no fixed-route alternative during the off-peak period.



ROUTE: 152

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
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IMPACTED SERVICE AREA:

Auburn, Kent, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Routes 177 or 193EX at Star Lake Park-and-Ride, and Sounder commuter rail at Auburn Station. Metro's RideShare or VanPool programs may be options for riders traveling between Auburn and destinations along I-5.



ROUTE: 161

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Kent, Renton, Tukwila, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 150 in Tukwila, Route 169 in Kent, Route 157 at Lake Meridian Park-and-Ride, and Sounder commuter rail between Kent and downtown Seattle via Renton and Tukwila.



ROUTE: 173

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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IMPACTED SERVICE AREA:

Federal Way Transit Center, Star Lake Park-and-Ride, Kent-Des Moines Freeway Station, Boeing Industrial Area and Federal Center South in South Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by the RapidRide A Line between Federal Way Transit Center and the Tukwila Link Station, Route 124 between the Tukwila Link Station and the Boeing Industrial area, and there will be no fixed route alternative between the Boeing Industrial Area and Federal Center South.



ROUTE: 200

OBJECTIVES:

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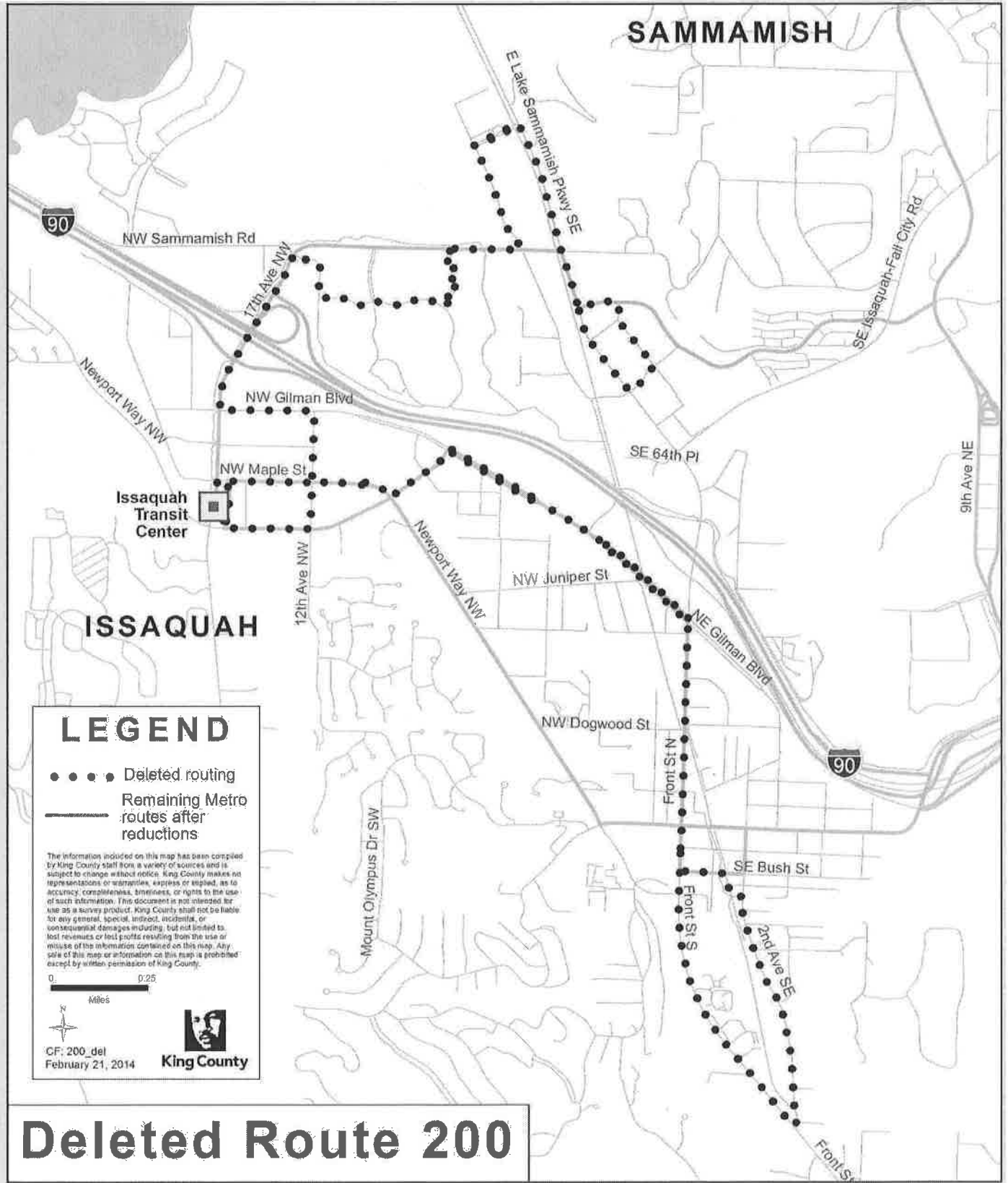
IMPACTED SERVICE AREA:

Downtown Issaquah, North Issaquah

SERVICE CHANGE:

Discontinue service during the peak periods.

Route 208 and Sound Transit Route 554 will provide alternative service south of I-90 and Route 269 will provide alternative service north of I-90.



ROUTE: 202

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

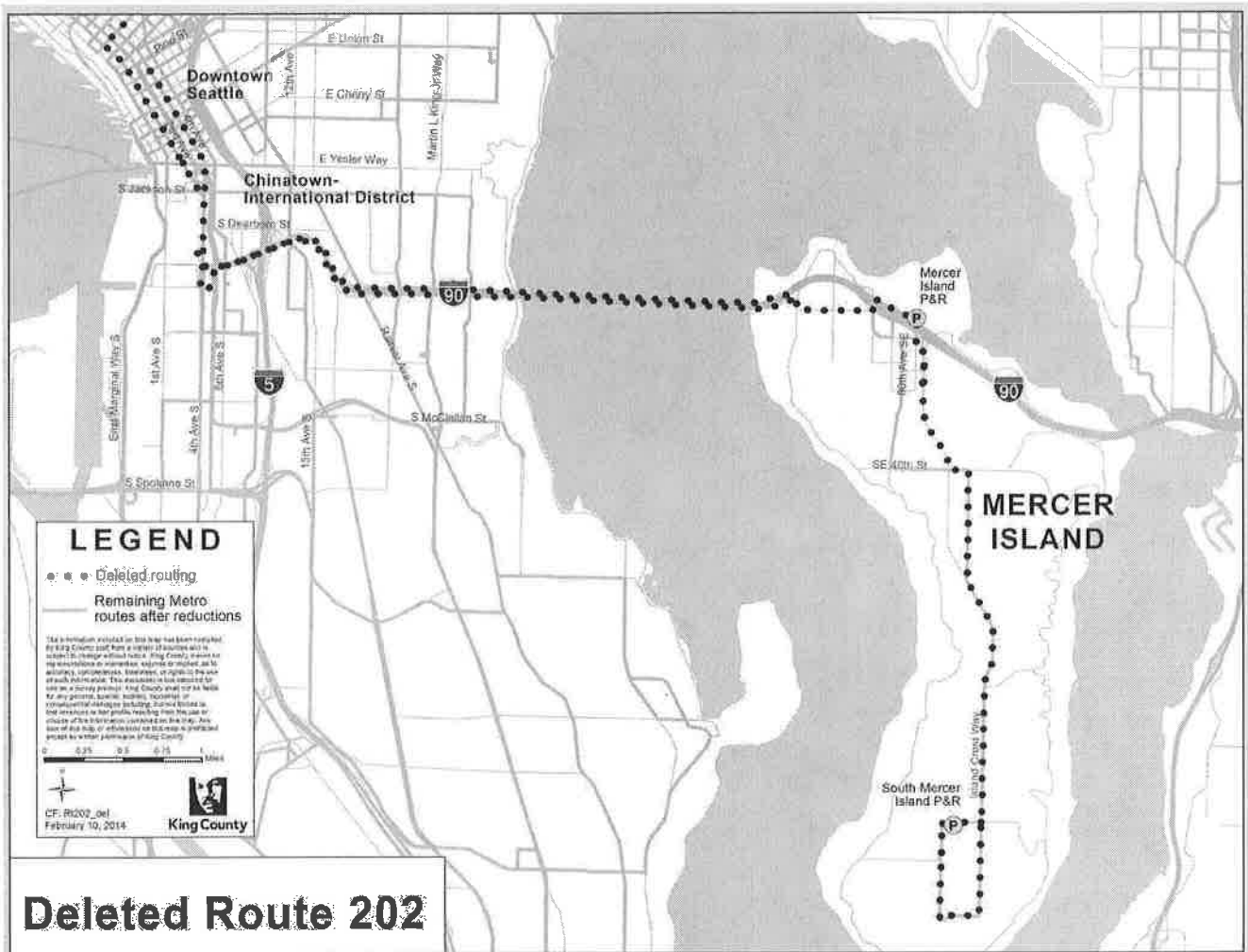
IMPACTED SERVICE AREA:

Mercer Island, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 204 will provide alternative service between South Mercer Island and the Mercer Island Park-and-Ride, and Route 216 and Sound Transit routes 550 and 554 will provide alternative service between the Mercer Island Park-and-Ride and downtown Seattle.



ROUTE: 203

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

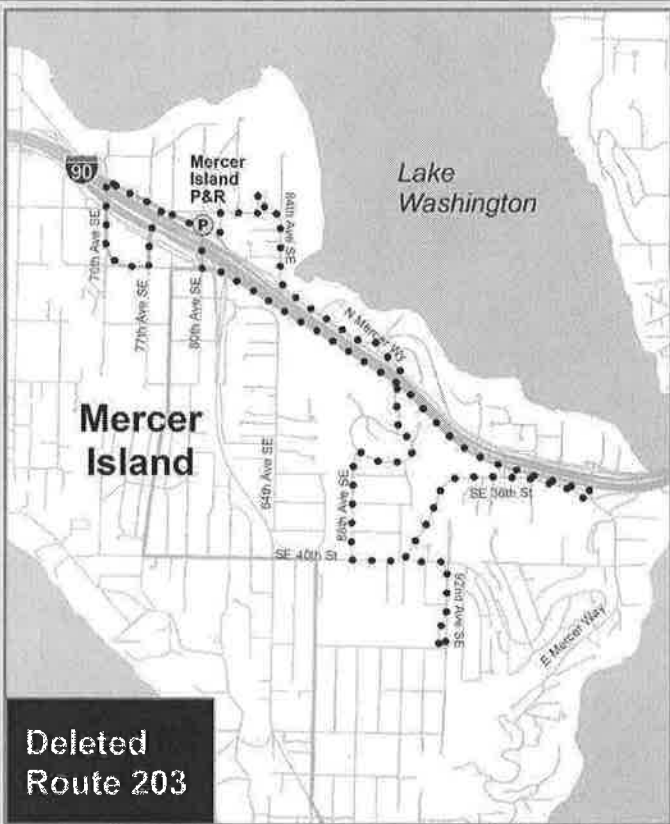
IMPACTED SERVICE AREA:

Mercer Island Park-and-Ride, Shorewood

SERVICE CHANGE:

Discontinue route.

There will be no fixed route alternative available.



Deleted Routes 203 and 213

LEGEND

- Deleted routing
- Remaining Metro routes after reductions

The information included on this map has been compiled by King County and there is 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 presented on this map. Any liability of this map or information on this map is possible except by written permission of King County.

CF-203_213_dml
February 21, 2014

ROUTE: 205EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Mercer Island, First Hill, University District

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 204 between South Mercer Island and the Mercer Island Park-and-Ride, and routes 216, 550 and 554 between the Mercer Island Park-and-Ride and downtown Seattle where riders can connect with service to First Hill (routes 2, 3, 12, First Hill Streetcar) or the University District (Route 73).



ROUTE: 208

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

North Bend, Snoqualmie, Issaquah

SERVICE CHANGE:

Decrease service levels to about every 120 minutes on weekdays and Saturdays.

The Valley Shuttle will provide supplemental service between North Bend and Snoqualmie.

ROUTE: 209

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

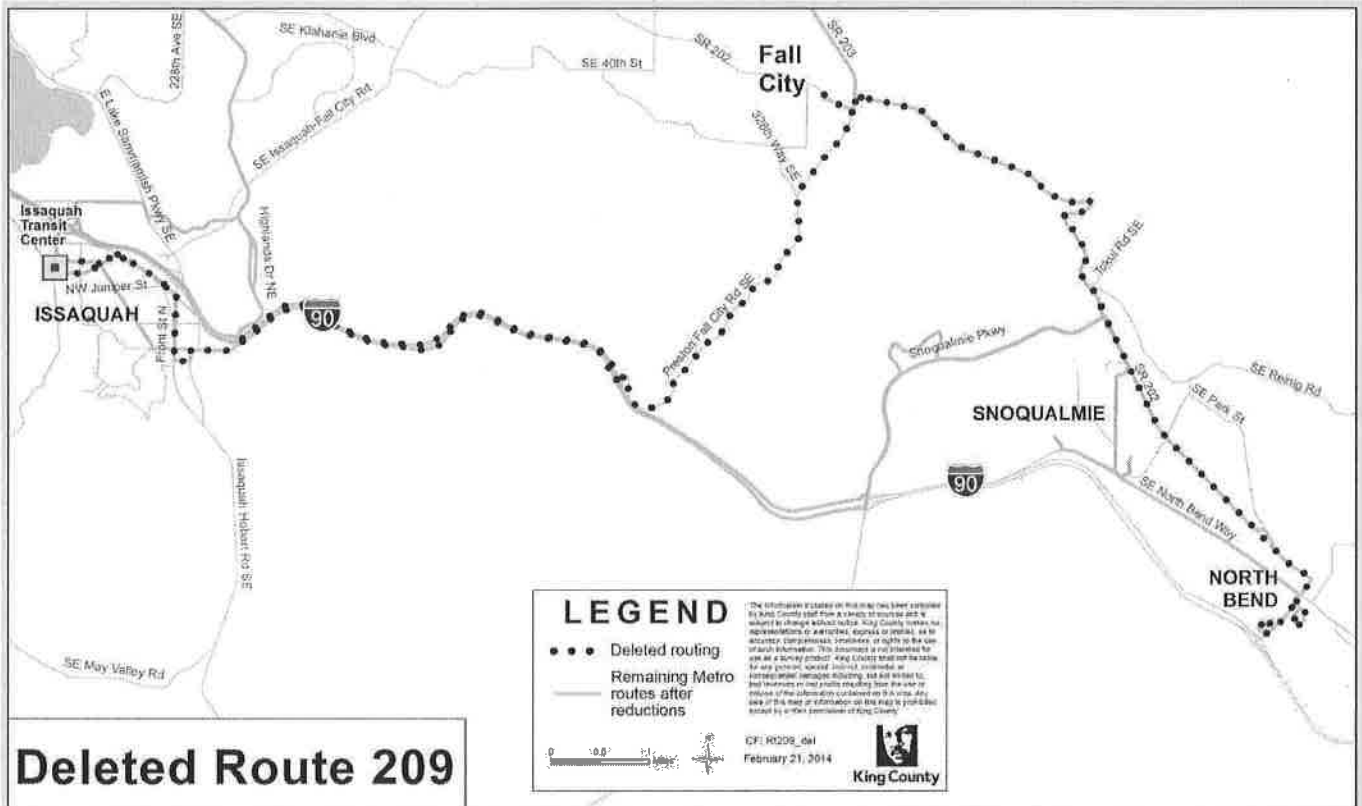
IMPACTED SERVICE AREA:

North Bend, Snoqualmie, Fall City, Preston, Issaquah

SERVICE CHANGE:

Discontinue route.

Alternative service to downtown Seattle will be provided by routes 216, 218, 219 and Sound Transit Route 554 at Issaquah Highlands, Route 212 and Sound Transit Route 554 at Eastgate Park-and-Ride, and Route 216 and Sound Transit routes 550 and 554 at Mercer Island Park-and-Ride.



ROUTE: 210

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

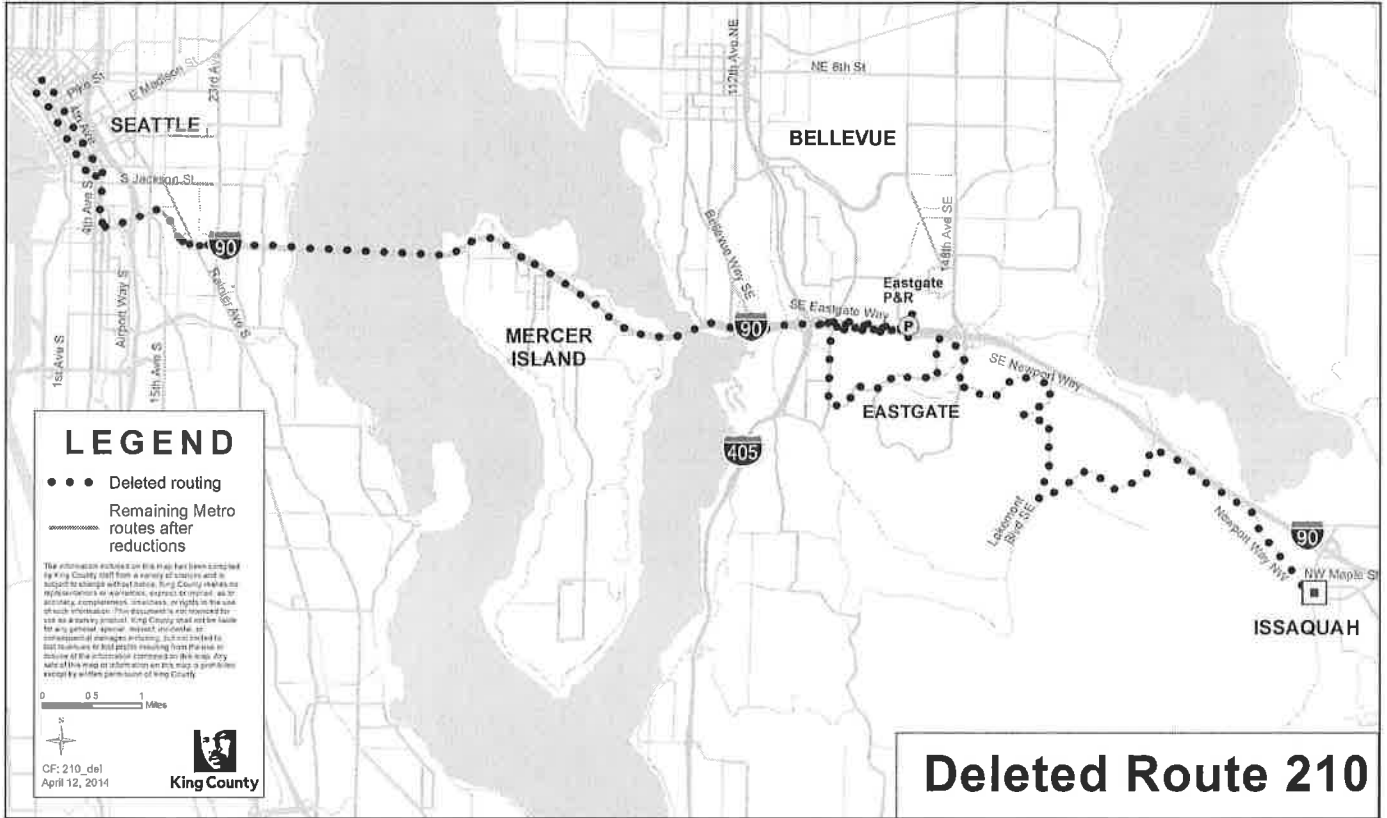
IMPACTED SERVICE AREA:

Lakemont, Newport, Factoria, Eastgate, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 212 and Sound Transit Route 554 at Eastgate Park-and-Ride, Route 241 between Newport and Factoria, and there will be no fixed route alternative in Lakemont.



ROUTE: 211EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

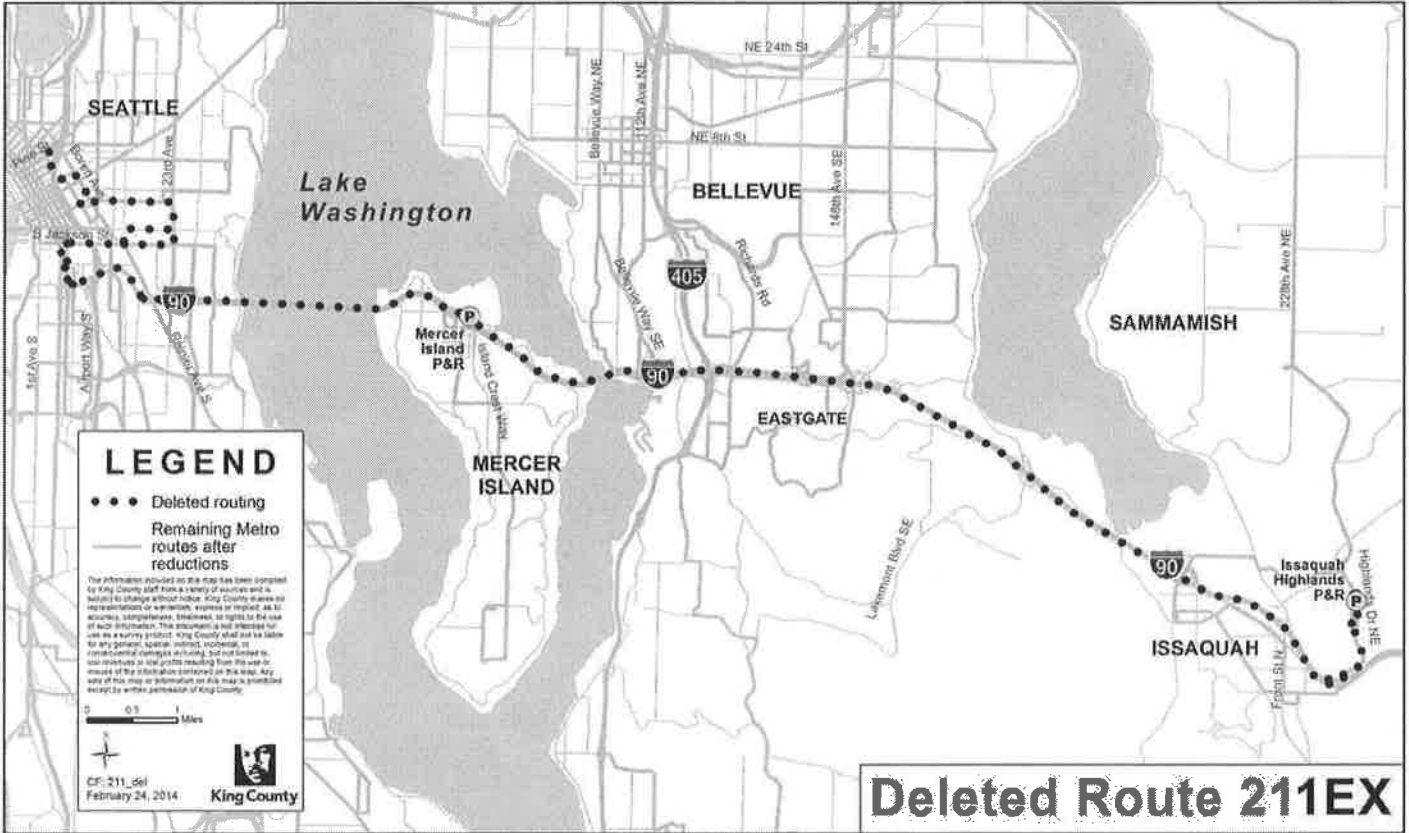
IMPACTED SERVICE AREA:

Issaquah Highlands, Eastgate, Mercer Island, Downtown Seattle, First Hill

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 212 and Sound Transit Route 554 at Eastgate Park-and-Ride, and routes 216, 218, and 219 at the Issaquah Highlands and Mercer Island Park-and-Rides. In downtown Seattle riders will be able to connect with the First Hill Streetcar or routes 2, 3, and 12 to access First Hill.



ROUTE: 213

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

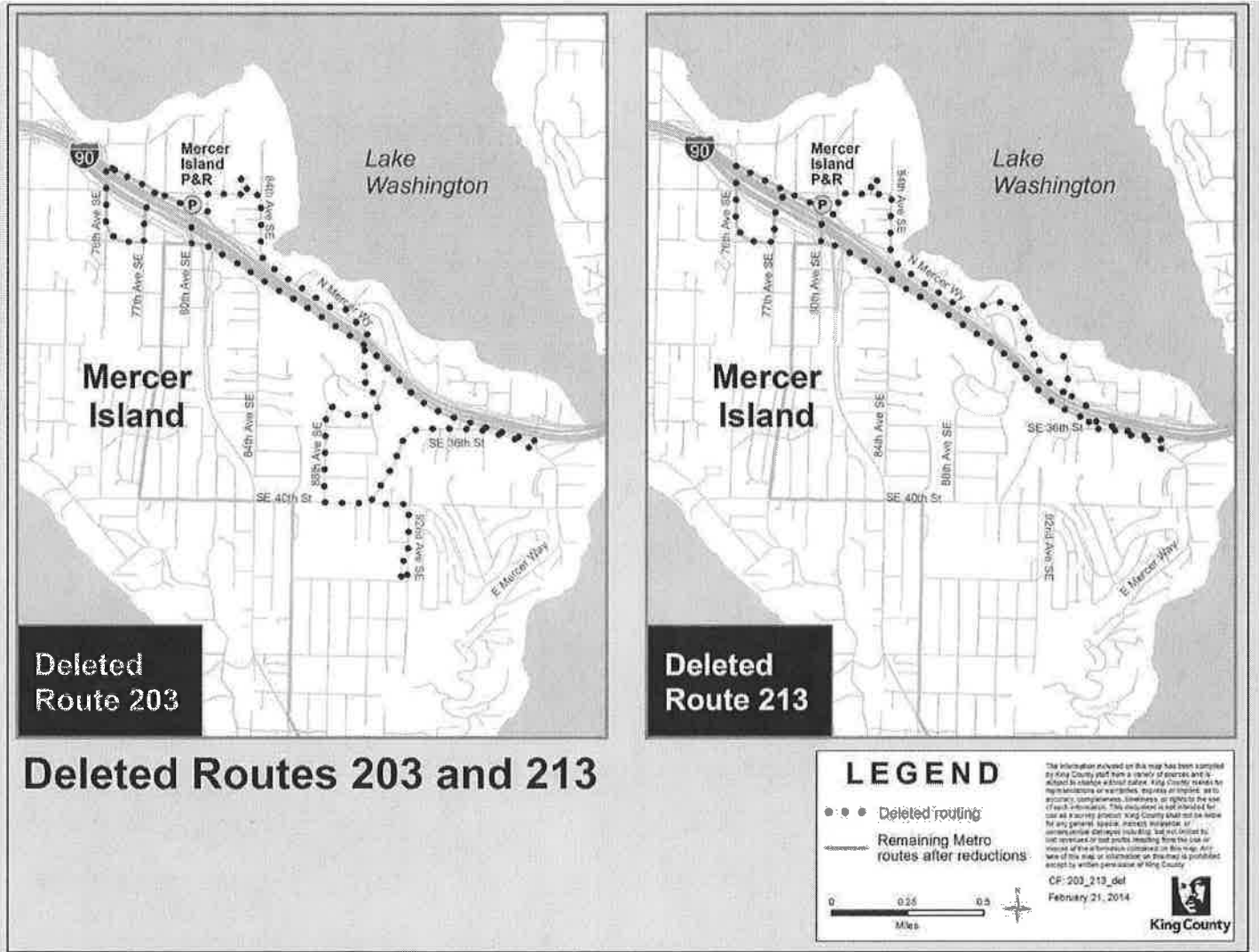
IMPACTED SERVICE AREA:

Mercer Island Park-and-Ride, Covenant Shores

SERVICE CHANGE:

Discontinue route.

There will be no fixed route alternative between Covenant Shores and the Mercer Island Park-and-Ride.



Deleted Routes 203 and 213

ROUTE: 215

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

North Bend, Snoqualmie, Eastgate, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 208 between North Bend and the Issaquah Transit Center via Snoqualmie, and Route 214 and Sound Transit Route 554 between the Issaquah Transit Center and downtown Seattle. Metro's RideShare or Vanpool programs may also be an option for riders traveling between North Bend, Snoqualmie and downtown Seattle.



ROUTE: 236

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

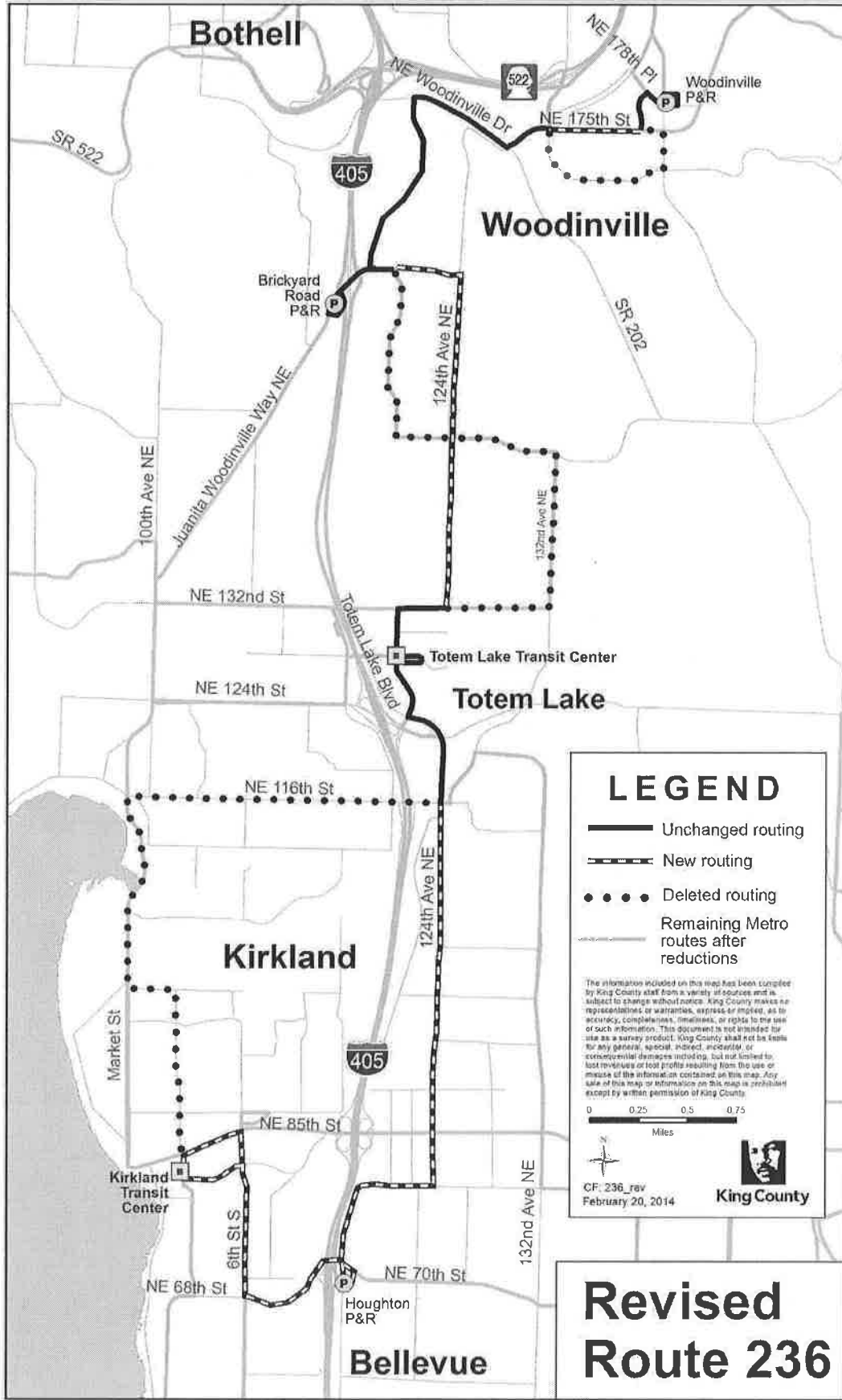
IMPACTED SERVICE AREA:

Woodinville, Kingsgate, Totem Lake, Juanita, Kirkland

SERVICE CHANGE:

Discontinue night service at approximately 7:00 PM everyday.

Route 255 will provide alternative service between Juanita and downtown Kirkland. There will be no fixed route alternative on NE 116th Street.



ROUTE: 238

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Bothell, Rose Hill, Houghton, Downtown Kirkland

SERVICE CHANGE:

Discontinue night service at approximately 7:00 PM everyday.

Routes 234, 236, 245 and Sound Transit Route 535 will provide alternative service.

See routes 234 and 236 for more information.

ROUTE: 243

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

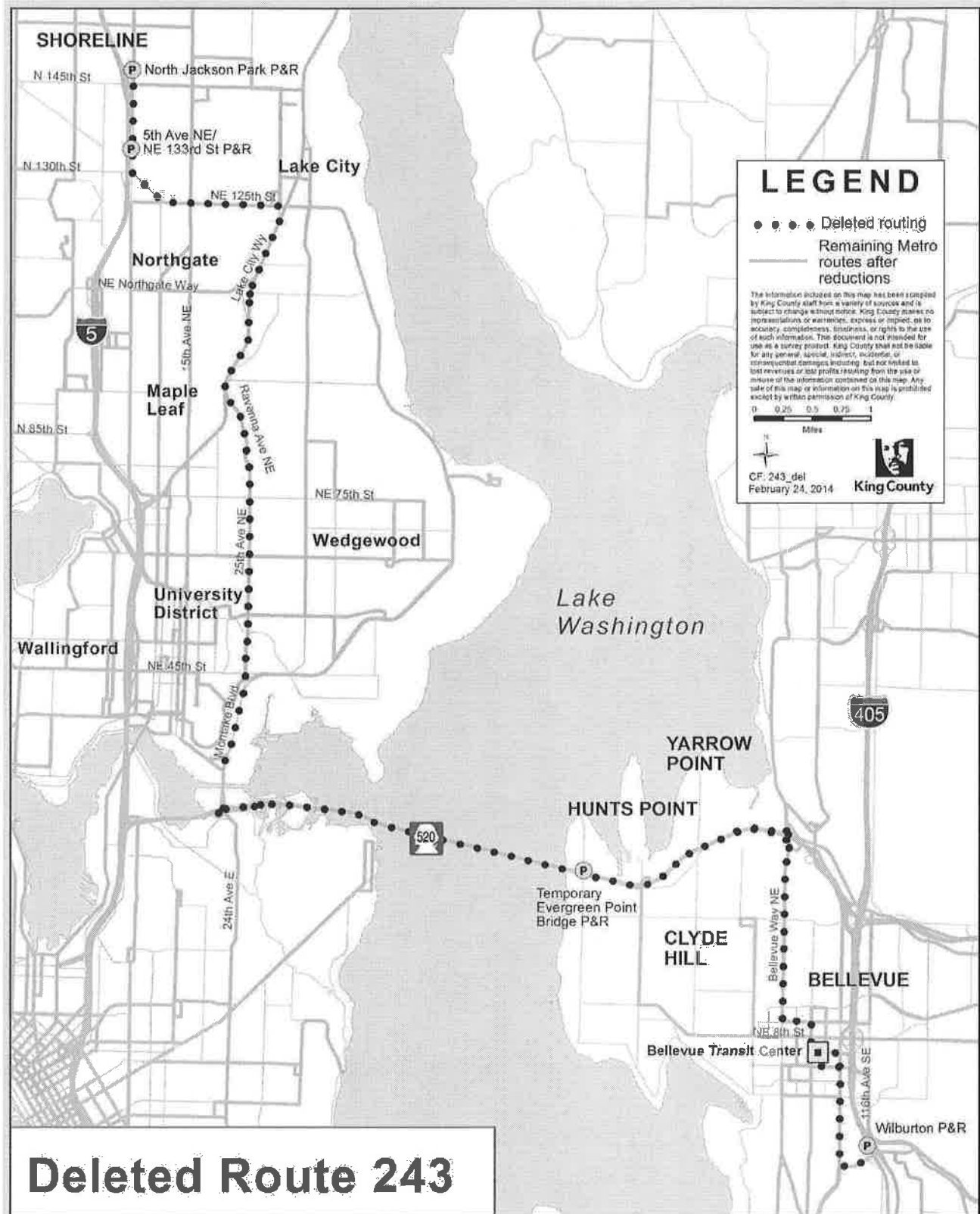
IMPACTED SERVICE AREA:

Jackson Park, Lake City, Ravenna, Montlake, Bellevue

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 301 between North Jackson Park-and-Ride and downtown Seattle (where riders can connect with Sound Transit Route 550) and Route 372 between northeast Seattle and the University District (where riders can connect with Route 271).



ROUTE: 250

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

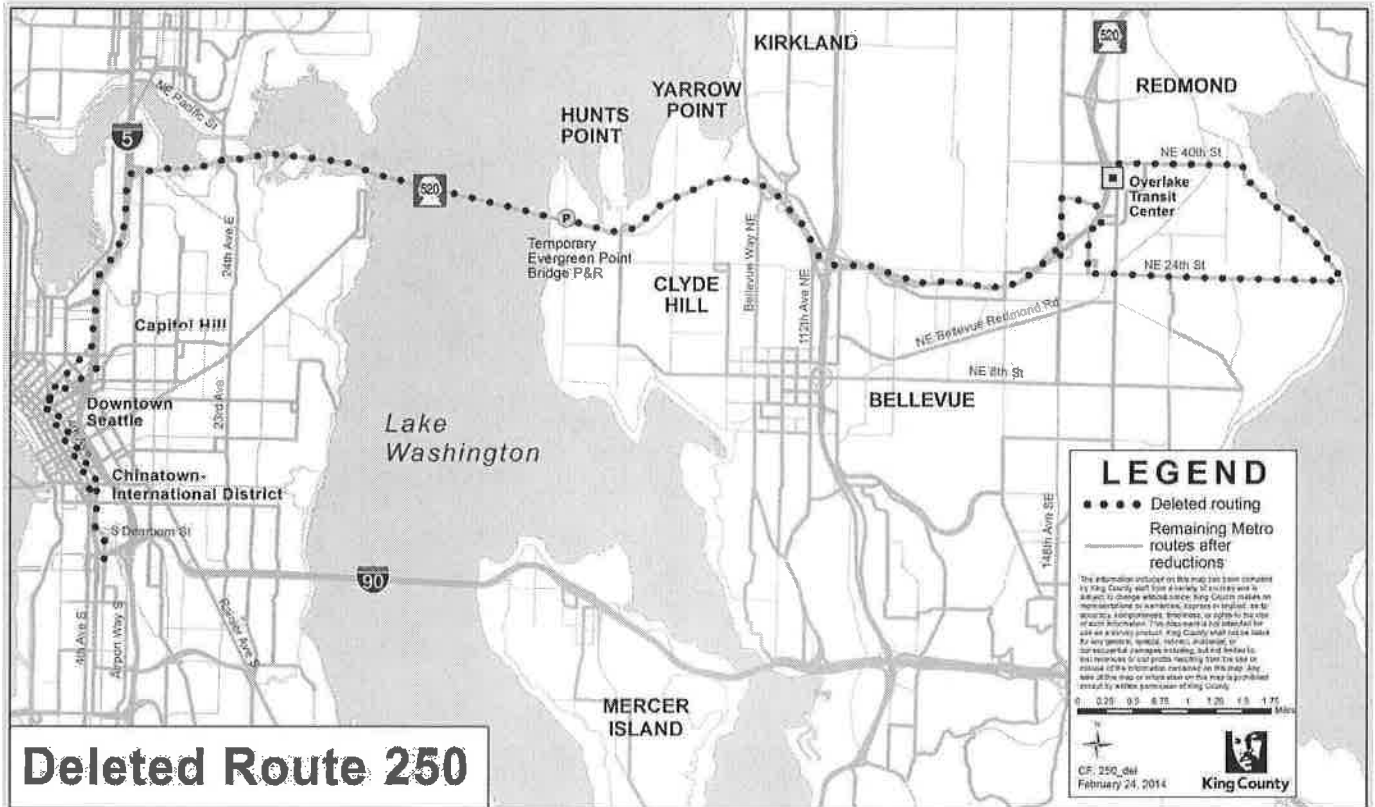
IMPACTED SERVICE AREA:

West Lake Sammamish, Overlake, Montlake, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 249 between West Lake Sammamish and Overlake, and Route 268 or Sound Transit Route 545 between Overlake and downtown Seattle.



ROUTE: 260

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Finn Hill, Juanita, Houghton, Montlake, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 234 between Finn Hill and Totem Lake (where riders can connect with downtown Seattle services) and Route 255 between Juanita and downtown Seattle. There will be no fixed route alternative on NE 116th Street where Metro's RideShare or Vanpool programs may provide alternative.

ROUTE: 265

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Overlake, Houghton, Downtown Seattle, First Hill

SERVICE CHANGE:

Discontinue route.

As an alternative, riders will be able to use Route 245 or the RapidRide B Line to connect with downtown Seattle services (routes 255, 268 and Sound Transit Route 545) in Overlake or Kirkland.



ROUTE: 280

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

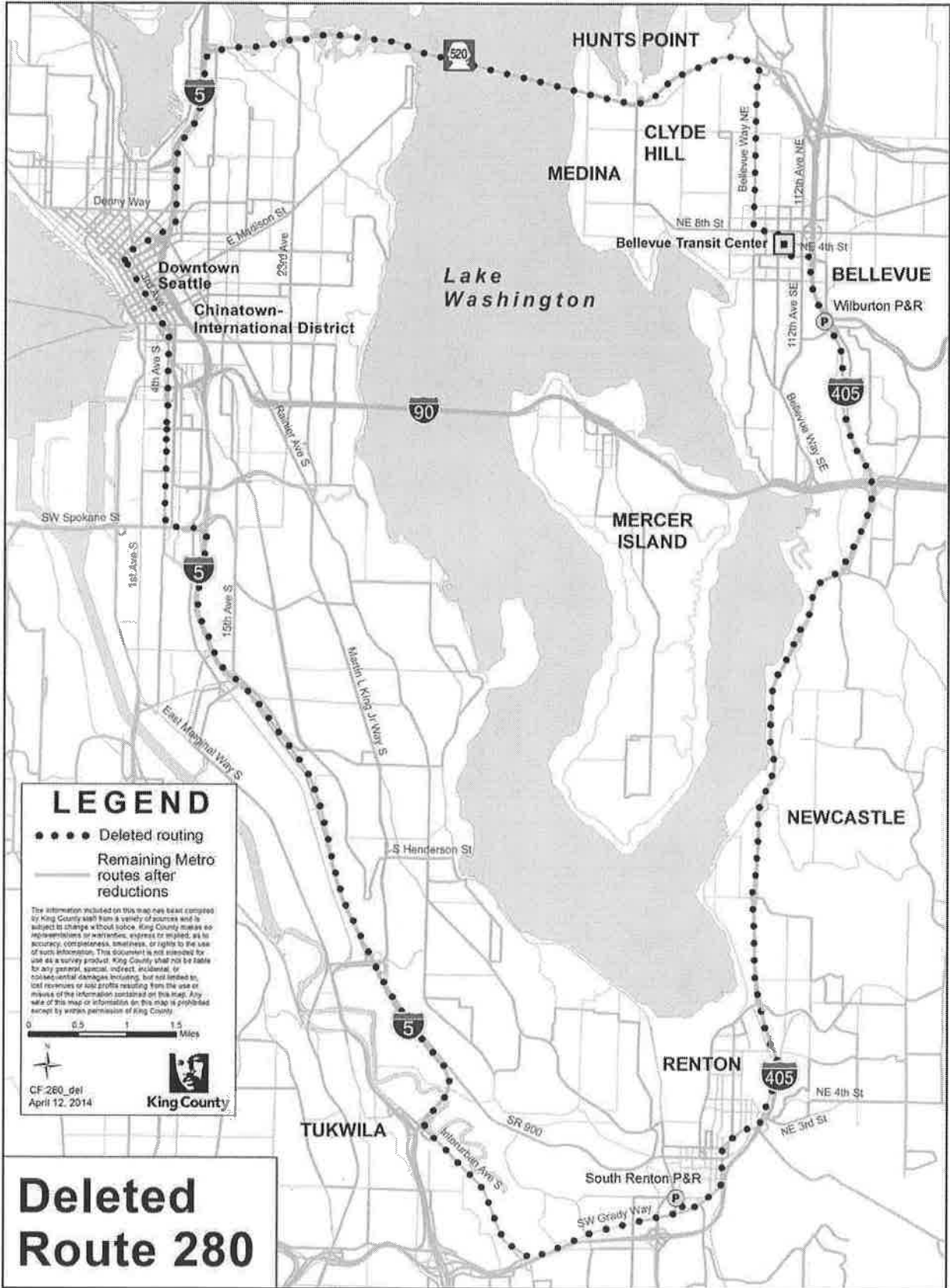
IMPACTED SERVICE AREA:

Renton, Bellevue, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

There will be no fixed route alternative.



ROUTE: 306EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Bothell, Kenmore, Lake City, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 312EX and Sound Transit Route 522 will provide alternative service between Kenmore and Downtown Seattle via Lake City. There will be no fixed route alternative in north Kenmore, where Metro's Ridershare or Vanpool programs may provide alternatives.



ROUTE: 903DART

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Twin Lakes, South Federal Way, Federal Way Transit Center

SERVICE CHANGE:

Decrease service levels to about every 60 minutes during midday weekdays and on weekends.

Discontinue night service at approximately 7:00 PM everyday.

Route 903DART will remain an option for riders between the hours of 7:00 AM and 7:00 PM on weekdays and weekends.

ROUTE: 909DART

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Kennydale, Renton Highlands, Downtown Renton

SERVICE CHANGE:

Discontinue route.

Sound Transit Route 560 will provide alternative service in Kennydale and routes 105 and 240 will provide alternative service in the Renton Highlands.



ROUTE: 919DART

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure 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.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Auburn

SERVICE CHANGE:

Discontinue route.

Routes 180, 186 or 915DART will provide alternative service in Auburn.



ROUTE: 927DART

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines: for Public Transportation, 2011-2021 and King County Metro Service Guidelines: 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:

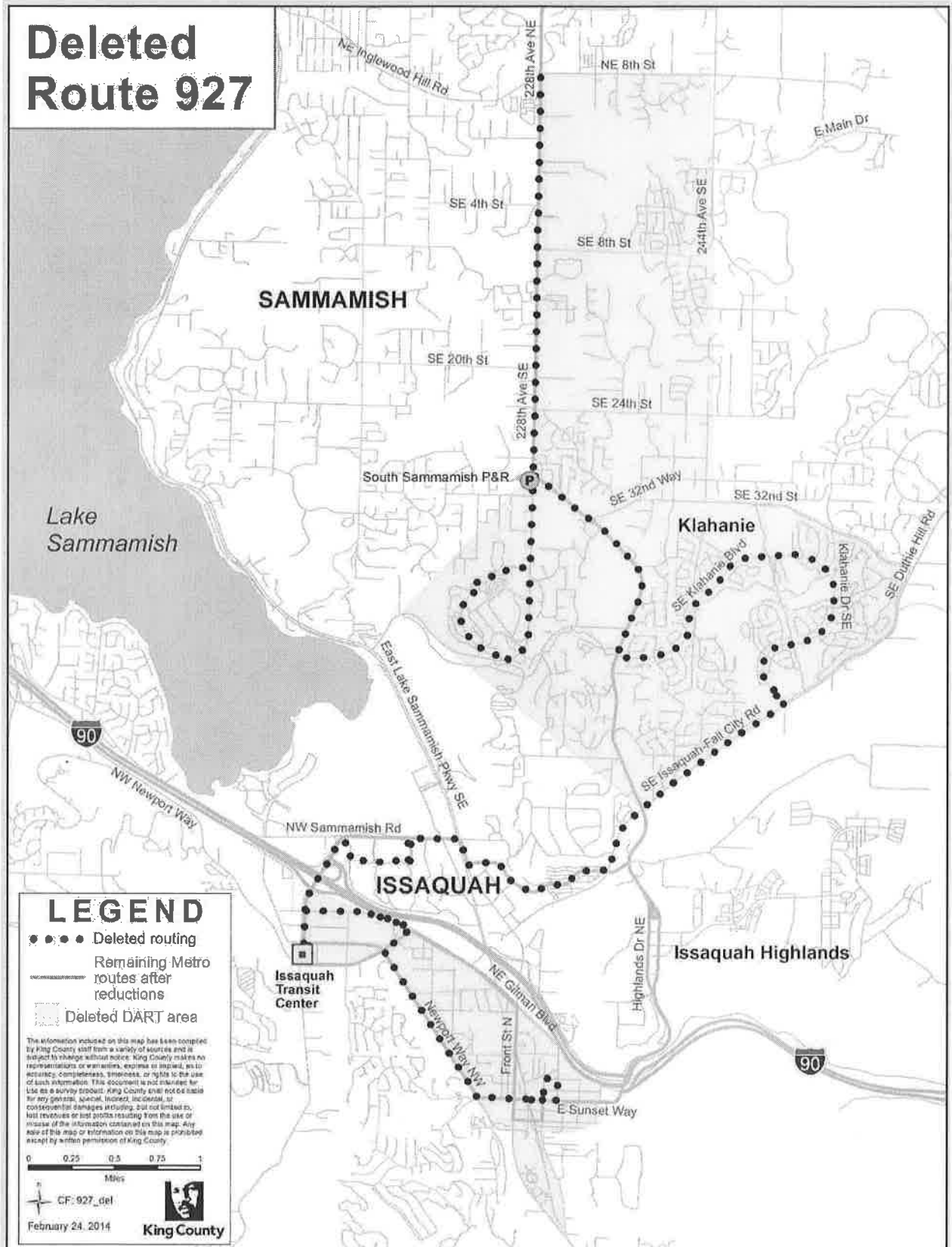
Sammamish, Issaquah

SERVICE CHANGE:

Discontinue route.

Alternative peak service will be provided by routes 216, 219 and 269 in Sammamish, and Route 208 or Sound Transit Route 554 will provide alternative all-day service in Issaquah.

Deleted Route 927



ROUTE: 931DART

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines: for Public Transportation, 2011-2021 and King County Metro Service Guidelines: 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:

Bothell, Woodinville, Redmond

SERVICE CHANGE:

Discontinue service during midday weekdays and on Saturdays.

There will be no fixed route alternative during midday weekdays and on Saturday.

ROUTE: 935DART

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines: for Public Transportation, 2011-2021 and King County Metro Service Guidelines: 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:

Kenmore, Finn Hill, Juanita, Kingsgate

SERVICE CHANGE:

Discontinue route.

Alternative service will be provided by Route 234 between Kenmore and Totem Lake via Juanita, and by Route 255 between Juanita and Totem Lake. There will be no fixed route alternative on Juanita Drive south of NE 122nd Place.

