



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda Regional Transit Committee

Councilmembers:

*Teresa Mosqueda, Chair
Jorge Barón, Dave Upthegrove
Alternate:*

Sound Cities Association:

*Joseph Cimaomo Jr., Vice Chair; Covington; Barbara de Michele, Issaquah;
Susan Honda, Federal Way; Ryan McIrvine, Renton; Betsy Robertson, Shoreline;
Katherine Ross, Snoqualmie, Toni Troutner, Kent; Janice Zahn, Bellevue
Alternates: Neal Black, Kirkland; Paul Charbonneau, Newcastle;
JC Harris, Des Moines; Karen Howe, Sammamish*

City of Seattle:

*Joy Hollingsworth, Rob Saka
Alternate: Robert Kettle*

*Lead Staff: Mary Bourguignon (206-263-3296)
Committee Clerk: Marka Steadman (206-477-0887)*

3:00 PM

Wednesday, May 15, 2024

Hybrid Meeting

Hybrid Meetings: Attend King County Council committee meetings in person in Council Chambers (Room 1001), 516 3rd Avenue in Seattle, or through remote access. Details on how to attend and/or provide comment remotely are listed below.

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

HOW TO PROVIDE PUBLIC COMMENT: The Regional Transit Committee values community input and looks forward to hearing from you on agenda items.

	<p>Sign language and interpreter services can be arranged given sufficient notice (206-848-0355). TTY Number - TTY 711.</p> <p>Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.</p>	
--	--	--

There are three ways to provide public comment:

1. In person: You may attend the meeting and provide comment in the Council Chambers.
2. By email: You may comment in writing on current agenda items by submitting your email comments to kcccomitt@kingcounty.gov. If your email is received by 1:00 p.m. on the day of the meeting, your email comments will be distributed to the committee members and appropriate staff prior to the meeting.
3. Remote attendance at the meeting by phone or computer (see "Connecting to the Webinar" below).

You may provide oral comment on current agenda items during the meeting’s public comment period. You are not required to sign up in advance. Comments are limited to current agenda items.

You have the right to language access services at no cost to you. To request these services, please contact Language Access Coordinator, Tera Chea at 206-477-9259 or email tera.chea2@kingcounty.gov by 8:00 a.m. three business days prior to the meeting.

CONNECTING TO THE WEBINAR:

Webinar ID: 824 1078 7866

By computer using the Zoom application at <https://zoom.us/join> and the webinar ID above.

Via phone by calling 1-253-215-8782 and using the webinar ID above.

HOW TO WATCH/LISTEN TO THE MEETING REMOTELY: There are several ways to watch or listen in to the meeting:



- 1) Stream online via this link: <http://www.kingcounty.gov/kctv>, or input the link web address into your web browser.
- 2) Watch King County TV on Comcast Channel 22 and 322(HD) and Astound Broadband Channels 22 and 711(HD)
- 3) Listen to the meeting by telephone – See “Connecting to the Webinar” above.

To help us manage the meeting, if you do not wish to be called upon for public comment please use the Livestream or King County TV options listed above, if possible, to watch or listen to the meeting.

1. Call to Order

To show a PDF of the written materials for an agenda item, click on the agenda item below.

2. Roll Call

	<p>Sign language and interpreter services can be arranged given sufficient notice (206-848-0355). TTY Number - TTY 711.</p> <p>Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.</p>	
---	--	---

3. **Approval of Minutes**

April 17, 2024 meeting **p. 4**

4. **Chair's Report**

5. **Public Comment**

6. **General Manager's Report**

Briefing



7. [Briefing No. 2024-B0061](#) **p. 7**

Metro Ridership Recovery and Service Planning

Graydon Newman, Service Planning Supervisor, Metro Transit Department
Erik Rundell, Transportation Planner IV, Metro Transit Department

Other Business

Adjournment

	<p>Sign language and interpreter services can be arranged given sufficient notice (206-848-0355). TTY Number - TTY 711.</p> <p>Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.</p>	
---	--	---



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Minutes Regional Transit Committee

Councilmembers:

*Teresa Mosqueda, Chair
Jorge Barón, Dave Upthegrove
Alternate:*

Sound Cities Association:

*Joseph Cimaomo Jr., Vice Chair; Covington; Barbara de
Michele, Issaquah;
Susan Honda, Federal Way; Ryan McIrvine, Renton; Betsy
Robertson, Shoreline;
Katherine Ross, Snoqualmie, Toni Troutner, Kent; Janice
Zahn, Bellevue
Alternates: Neal Black, Kirkland; Paul Charbonneau,
Newcastle;
JC Harris, Des Moines; Karen Howe, Sammamish*

City of Seattle:

*Joy Hollingsworth, Rob Saka
Alternate: Robert Kettle*

*Lead Staff: Mary Bourguignon (206-263-3296)
Committee Clerk: Marka Steadman (206-477-0887)*

3:00 PM

Wednesday, April 17, 2024

Hybrid Meeting

DRAFT MINUTES

1. **Call to Order**

Chair Mosqueda called the meeting to order at 3:01 p.m.

2. **Roll Call**

Present: 13 - de Michele, Ross, Troutner, Upthegrove, Robertson, Zahn, Honda,
Mosqueda, Barón, Hollingsworth, Saka, Black and Howe
Excused: 2 - Cimaomo Jr. and McIrvine

3. **Approval of Minutes**

*Councilmember Zahn moved approval of the March 20, 2024, meeting minutes. There
being no objections, the minutes were approved.*

4. **Chair's Report**

Chair Mosqueda provided an overview of the meeting topics.

5. General Manager's Report

Michelle Allison, General Manager, Metro Transit Department, expressed appreciation for all who helped celebrate transit appreciation week and transit operator appreciation day, acknowledged Lisa Nault, Metro's operator of the year, provided updates on service changes, the South Link Connection, ridership numbers, and offered preliminary comments regarding the two Metro presentations on the agenda.

6. Public Comment

The following individual provided public comment: Jeremy Une

Briefing**7. [Briefing No. 2024-B0050](#)**

Transit Safety and Security (including Metro's SaFE Reform Initiative)

DeAnna Martin, Chief of Staff, Metro Transit Department, and Rebecca Frankhouser, Chief Safety Officer, Director Safety & Security Division, Metro Transit Department; briefed the committee and answered questions from the members.

This matter was Presented

8. [Briefing No. 2024-B0051](#)

Metro's Vanpool, Metro Flex, and Community Van Programs

Christina O'Claire, Director, Metro Transit Mobility Division, provided introductory comments. Melisa Allan, Transportation Planner III, Metro Transit Department; Brian Henry, Transportation Planner IV, Metro Transit Department; and Victoria Tobin, Rideshare Coordinator, Metro Transit Department; briefed the committee and answered questions from the members.

This matter was Presented

Other Business

Chair Mosqueda noted that plans are in the works to potentially have the June Regional Transit Committee meeting as an offsite field trip.

Adjournment

The meeting was adjourned at 5:05 p.m.

Approved this _____ day of _____

Clerk's Signature



King County

**Metropolitan King County Council
Regional Transit Committee**

STAFF REPORT

Agenda Item:	7	Name:	Mary Bourguignon
Proposed No.:	2024-B0061	Date:	May 15, 2024

SUBJECT

During today’s briefing, Metro will share information about ridership recovery, operational capacity, and Metro’s plans for post-pandemic service restoration.

SUMMARY

In March 2020, in response to the sudden drop in ridership at the start of the pandemic and to ensure safe operating conditions for its employees and riders, Metro began implementing emergency transit service reductions.¹ Metro implemented ongoing rounds of service reduction and restoration during 2021, 2022, and 2023.

In March 2023, as the emergency phase of the pandemic ended, but Metro was unable to return to pre-pandemic service levels due to staffing shortfalls and slow ridership recovery, the Council approved a Metro Service Recovery Plan,² which affirmed that:

- Service on at least 122 routes would remain reduced or fully suspended.
- Metro would work to restore County-funded service hours gradually over several biennia through a series of geographically focused mobility projects.³

Metro is currently operating approximately 83% of pre-pandemic service for approximately 62% of pre-pandemic ridership.

Metro has been implementing changes to its hiring and training processes to recruit and retain the employees needed to sustain and expand operations. Metro has also been monitoring ridership recovery and ridership patterns to inform future service planning. As part of this work, in September Metro will implement the first two mobility projects proposed as part of the 2023 Service Recovery Plan: Madison Street/G Line and Lynnwood Link extension transit restructures. Today’s briefing will cover ridership recovery, as well as Metro’s service restoration and service planning efforts.

¹ KCC 28.94.020.B.2.a.

² Ordinance 19581

³ The mobility projects identified in the Metro Service Recovery Plan (Ordinance 19581) are: East Link, Lynnwood Link (Ordinance 19751), South Link, Stride, Madison/G Line (Ordinance 19750), Central Seattle, Queen Anne/Magnolia, North Seattle, West Seattle/Vashon Island, and other.

BACKGROUND

Metro's pandemic response and pandemic-era service restructures. In response to the sudden drop in ridership at the start of the COVID-19 pandemic and to ensure safe operating conditions for its employees and riders, Metro began implementing emergency transit service reductions on March 23, 2020. These initial service reductions and suspensions,⁴ as well as ongoing cycles of restoration and reduction that continued for several years, were made without Council review, using the General Manager's authority to make unilateral service changes in response to an emergency,⁵ and were considered part of King County's pandemic response.^{6,7}

In addition to the series of emergency, pandemic-related service changes, the pandemic years also included the implementation of several Council-approved service changes and restructures, as well as service changes related to the change in Seattle's transit funding measure. These included:

- **North Eastside Mobility Project (NEMP).** The NEMP service restructure was implemented in March 2020⁸ and made changes to routes in North and East King County. At the time, Metro stated that the intent of the restructure was to provide new connections to light rail or other frequent bus services using transfers that were as fast, or in some cases faster, than the transit patterns they replaced.
- **Renton Kent Auburn Area Mobility Project (RKAAMP).** The RKAAMP service restructure was implemented in September 2020⁹ and made changes to routes in South King County. Among other changes, the restructure created a new frequent route along the pathway of the proposed, future RapidRide I Line. During a time of significant emergency service reductions, the RKAAMP restructure added 17,600 annual transit service hours to South King County to improve service in a high-equity area that was experiencing continued demand for transit during the pandemic.
- **Seattle transit funding measure.** In November 2014, Seattle voters approved a six-year transportation funding measure through which Seattle purchased bus service from Metro through a contract approved by both King County¹⁰ and the City of Seattle. In November 2020, Seattle voters renewed the funding measure,

⁴ The Service Recovery Plan (Ordinance 19581) defines a service reduction as providing a lower level of service on a route and a service suspension as fully stopping all service on that route.

⁵ KCC 28.94.020.B.2.a. states that "if, in the opinion of the director, an emergency exists that requires any change to established routes, schedules or classes of service, the director may implement such a change for such a period as may be necessary in the director's judgment or until such a time as the council shall establish by ordinance otherwise. Such changes that the director intends to be permanent shall be reported in writing to the chair of the council."

⁶ On March 1, 2020, the King County Executive issued a proclamation of emergency to respond to the COVID-19 pandemic. The Council affirmed the proclamation through Motion 15610. The Executive terminated the proclamation of emergency on February 6, 2023 ([link](#)).

⁷ The Executive issued emergency directives related to transit service that covered through the Spring 2023 service change.

⁸ Ordinance 18944

⁹ Ordinance 19097

¹⁰ Ordinance 17978

but with a smaller amount to purchase transit service from King County.¹¹ Metro reports that, as of Fall 2023, the City of Seattle was supporting approximately 140,000 service hours on 35 bus routes using funds from the 2020 transit funding measure, compared with more than 350,000 service hours Seattle had supported with funds from the 2014 transit funding measure.¹²

- **North Link Connections Mobility Project.** A bus service restructure focused on the extension of Link light rail to Northgate was implemented in October 2021.¹³ The restructure eliminated Route 41, which was replaced by the new light rail line, and truncated some North King County service at the new light rail stations.
- **RapidRide H Line.** In March 2023, Metro launched¹⁴ the H Line, a RapidRide route that replaced the former Route 120 with service from Burien to Downtown Seattle along Delridge Way SW.

Service Recovery Plan. When the emergency phase of the pandemic ended in early 2023, Metro was unable to return to pre-pandemic service levels due to ongoing fleet and staffing shortfalls and slow ridership recovery. In response, the Council approved a Service Recovery Plan¹⁵ to guide next steps. The Service Recovery Plan affirmed that service on at least 122 Metro routes would remain reduced or fully suspended (approximately 344,000 County-funded annual transit service hours) and that Metro would work to restore service gradually over several biennia through a series of geographically focused mobility projects. These mobility projects might result in proposals to restructure service rather than restore it to pre-pandemic conditions.

Since that time, the Council has approved two of the proposed mobility projects, both of which are planned to be implemented in September 2024:

- **Lynnwood Link Connections Mobility Project.**¹⁶ In preparation for Sound Transit's expansion of Link light rail north to North Seattle, Shoreline, Mountlake Terrace, and Lynnwood, Metro will implement a transit service restructure that will add five new bus routes, revise nine routes, and replace 11 routes in North King County. The restructure, as planned, would add approximately 25,000 annual County-funded service hours during the remainder of 2024, with bus service increasing gradually to a total of 130,000 additional annual service hours in the project area by 2027.
- **Madison Street (G Line).**¹⁷ In preparation for the opening of the RapidRide G Line, which will extend from Downtown Seattle to Madison Valley, Metro will revise eight related bus routes. The restructure will add approximately 16,000 service hours during the remainder of 2024, with a total increase of 46,000 additional service hours in the project area in 2025.

¹¹ Ordinance 19240

¹² Metro Transit Department, Transit Riders Now report, February 2024 2024-B0026, p. 20 ([link](#))

¹³ Ordinance 19280

¹⁴ Ordinance 19422

¹⁵ Ordinance 19581

¹⁶ Ordinance 19751

¹⁷ Ordinance 19750

Work continues on the other mobility projects identified in the Service Recovery Plan:

- **East Link Connections Mobility Project.** In preparation for Sound Transit's expansion of Link light rail to include 12 new light rail stations connecting Downtown Seattle, Mercer Island, Bellevue, and Redmond (2 Line),¹⁸ Metro is coordinating with Sound Transit to restructure service in Seattle and East King County.¹⁹
- **South Link Connections Mobility Project.** In preparation for Sound Transit's expansion of Link light rail to include three new stations between Angle Lake and Federal Way Transit Center (planned for 2026), Metro is coordinating with Sound Transit to restructure transit service in South King County.²⁰
- **Stride I-405 BRT Integration.** In preparation for the opening of Sound Transit's S1 bus rapid transit line along I-405 from the Burien Transit Center through the South Renton Transit Center to Bellevue, Metro will coordinate with Sound Transit on transit restructures, specifically focused on routes around the Renton Transit Center where Sound Transit will be constructing a new transit center.
- **Seattle, Vashon Island Restructure and Restoration.** For routes within Seattle and on Vashon Island that are not part of the other mobility projects described above, Metro proposes to pursue a new mobility project to consider service recovery options for routes that are currently reduced or suspended.

Ridership Recovery. Transit ridership fell sharply during the early months of the pandemic, reaching a low of 25% of pre-pandemic ridership in April 2020.²¹ Ridership then began to recover, increasing to 256,000 average weekday boardings in Spring 2024, or approximately 62% of pre-pandemic ridership (with an overall increase in ridership of 18% between 2022 and 2023).²²

At the same time, ridership patterns have changed as many workplaces have moved to all-remote or hybrid work. According to Metro's 2023 System Evaluation report,²³ during Spring 2023:

- AM Peak ridership was 45% of 2019 levels (compared with 36% in 2022)
- PM Peak ridership was 54% of 2019 levels (compared with 42% in 2022)
- Mid-Day and Evening ridership was 69% of 2019 mid-day levels and 72% of evening (compared with 54% overall off-peak in 2022)
- Night ridership was 78% of 2019 levels (compared with 62% in 2022)

¹⁸ As of this writing, Sound Transit has opened eight stations between Bellevue and Redmond Technology Center ([link](#)), plans to open two Downtown Redmond stations in Spring 2025 ([link](#)), and tentatively plans to open the full East Link line across Lake Washington in late 2025 ([link](#))

¹⁹ East Link Connections ([link](#))

²⁰ South Link Connections ([link](#))

²¹ King County Metro COVID-19 Response and Recovery, October 2020 ([link](#))

²² More information can be found at Metro's Rider Dashboard ([link](#))

²³ Motion 16535

In general, ridership recovery has been higher during off-peak than during peak hours, and routes with the smallest ridership declines during the pandemic were generally frequent, all-day routes, routes serving South Seattle and South King County, and RapidRide routes.

In terms of ridership recovery by mode, Metro notes that, in 2023 compared with 2022:

- Bus ridership up 18%
- Dial-A-Ride-Transit (DART) ridership up 29%
- Vanpool ridership up 48%
- Community Van ridership up 14%
- Access paratransit ridership up 12%
- Link light rail ridership up 14%
- Sounder commuter rail ridership up 43%
- Seattle Streetcar ridership up 21%
- Metro Flex ridership up 30%
- Water Taxi ridership stable

In terms of fixed-route bus service, half of all boardings occur on Metro's 20 busiest routes: Routes 2, 7, 8, 14, 36, 40, 44, 45, 60, 62, 70, 160, 372, and the A, B, C, D, E, F, and H RapidRide Lines.

Metro's rider/non-rider survey indicates that service quality, specifically on-time performance, is the largest barrier to taking transit more often, followed by safety, availability, convenience, and cost. Riders indicate that they want quality service that is reliable, frequent, and fast; safe service, including clean and safe stops and shelters, lighting, sidewalks; and transit availability, with more service to more places.

Operational Capacity. Metro has been experiencing staffing shortfalls, particularly of bus operators and vehicle mechanics, following the pandemic. Recalls and supply chain issues have also led to fleet shortages. Metro has worked to address these issues, with changes to base operations, recruitment, and training, as well as a new collective bargaining agreement with Amalgamated Transit Union (ATU) Local 587.²⁴

As of April 2024, Metro reports:²⁵

- Fleet availability is 973 coaches, above the target of 967 (target is 995 coaches available by August 2024)
- Mechanic workforce is 257 full-time equivalents (FTEs), just below the target of 260 FTEs (target is 281 by September 2024)
- Bus operator workforce is 2,222 FTEs, below the target of 3,000 but higher than Metro has experienced since December 2022 (Metro is addressing the shortfall)

²⁴ Ordinance 19668

²⁵ General Manager briefing to King County Council Transportation, Economy, and Environment Committee, April 2024 (2024-B0049)

in part through use of overtime, will also be promoting 200 part-time operators to full-time)

Next steps. Metro is focused on stabilizing and growing transit service by:

- Improving the busiest routes, including expanding RapidRide and frequent routes, and making speed and reliability corridor improvements for Routes 5, 36, 40, 44, 48, 165, and 181.
- Revising service to meet current needs based on changing ridership patterns
- Integrating new light rail service into the transit system by restructuring bus service around the Lynnwood Link, East Link, and Federal Way Link extensions
- Addressing operational capacity issues to rebuild Metro's workforce and increase service

Metro has been tracking current and emerging ridership patterns through analysis and engagement with riders, jurisdictions, community-based organizations, and other stakeholders. For the upcoming Fall 2024 service change in September, Metro will be implementing two major service restructures to correspond with the Lynnwood Link extension and the opening of the RapidRide G line.

Overall, Metro states that it is following ridership demand to focus less on weekday peak commute service; to focus more on frequent service, as well as more service during nights and weekends; and to create new and updated connections. Metro is also seeking to coordinate with jurisdictions on right-of-way improvements to support transit reliability and land use changes to support access to transit.

INVITED

- Graydon Newman, Service Planning Supervisor, Metro Transit Department
- Erik Rundell, Transportation Planner IV, Metro Transit Department

ATTACHMENTS

1. Metro presentation

Ridership Recovery, Trends, and Service Planning

May 15, 2024

Regional Transit Committee



What is ridership? What is recovery?

Our Terminology

- Ridership
- Recovery
- Service Planning
- Service Quality



How does Metro plan service?

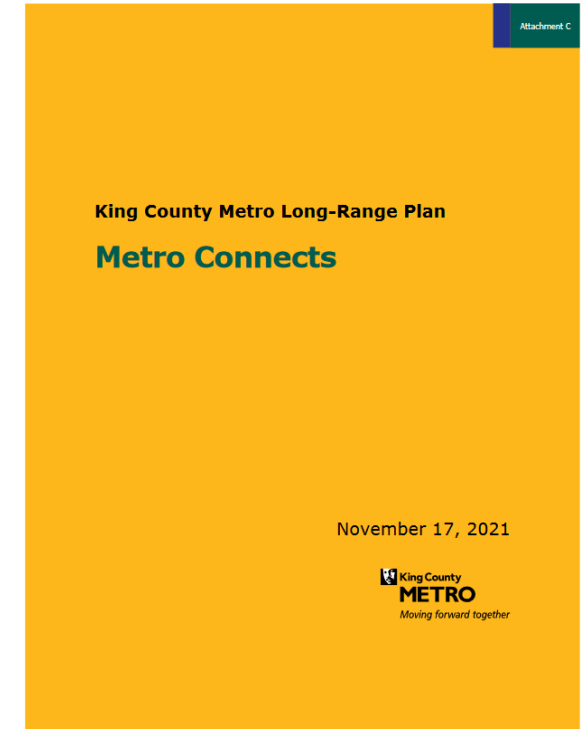
Service Changes Are Driven by Policy



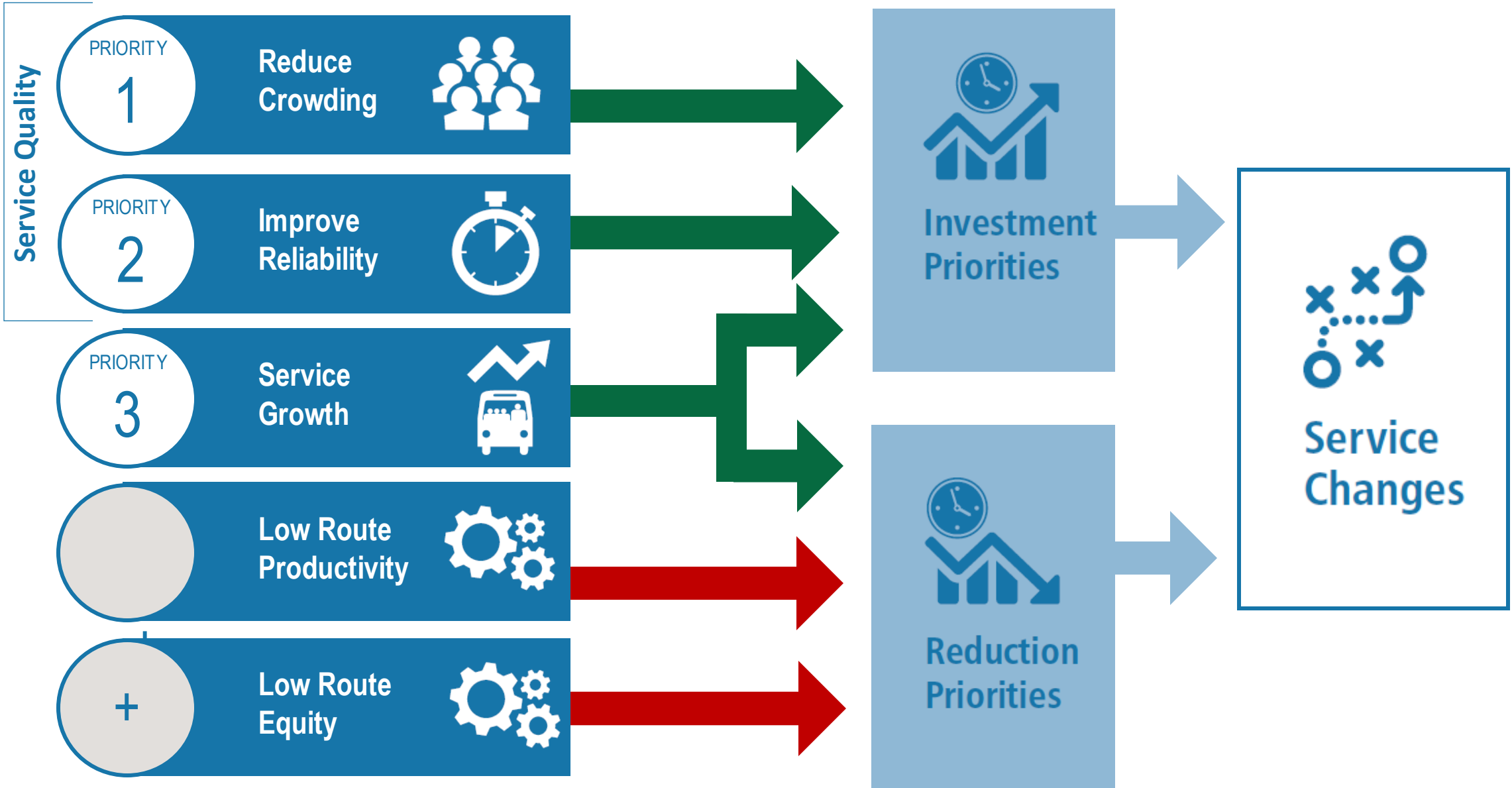
Ensures our decision-making and recommendations to policy makers are objective, transparent, and aligned with King County's overall goals for public transportation.



Articulates Metro's mission and vision, establishes 10 goals, objectives and strategies to achieve them, and includes performance measures to track our progress.



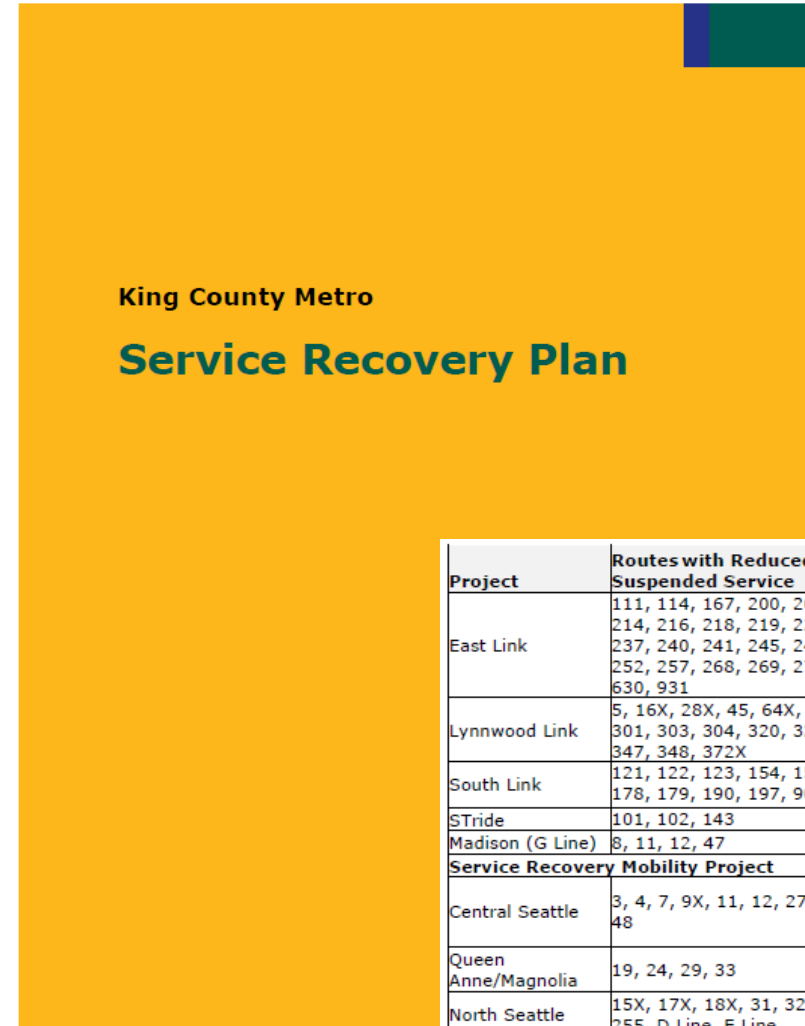
Outlines Metro's vision for bringing more improved mobility services to King County over the next 30 years.



What is Metro's plan for service recovery?

Service Recovery Plan

- Currently over 500K service hours (4%) temporarily suspended due to pandemic and operational capacity challenges
- Metro’s Service Recovery Plan adopted in early 2023 as strategy for how Metro will bring service hours back into the system
- **Plan highlights:**
 - Hours restored into the system through planned mobility projects
 - Pace of recovery subject to agency capacity



Project	Routes with Reduced or Suspended Service
East Link	111, 114, 167, 200, 204, 208, 212, 214, 216, 218, 219, 221, 226, 232, 237, 240, 241, 245, 246, 249, 250, 252, 257, 268, 269, 271, 311, 342, 630, 931
Lynnwood Link	5, 16X, 28X, 45, 64X, 65, 67, 75, 301, 303, 304, 320, 322, 345, 346, 347, 348, 372X
South Link	121, 122, 123, 154, 157, 162, 177, 178, 179, 190, 197, 901, 903
STride	101, 102, 143
Madison (G Line)	8, 11, 12, 47
Service Recovery Mobility Project	
Central Seattle	3, 4, 7, 9X, 11, 12, 27, 40, 43, 47, 48
Queen Anne/Magnolia	19, 24, 29, 33
North Seattle	15X, 17X, 18X, 31, 32, 45, 62, 79, 255, D Line, E Line
West Seattle & Vashon Island	21X, 22, 37, 55, 56, 113, 116X, 118X, 118, 119X, 119, 120, 131, C Line
Other	231, 631, 906, 914, 915

How has ridership changed?

2023 Ridership Is Increasing Across Modes



Bus
Up
18%



DART
Up
29%



Vanpool
Up
48%



Comm. Van
Up
14%



Access
Up
12%



Link
Up
14%



Sounder
Up
43%



Streetcar
Up
21%



Metro Flex
Up
30%



Water Taxi
Stable

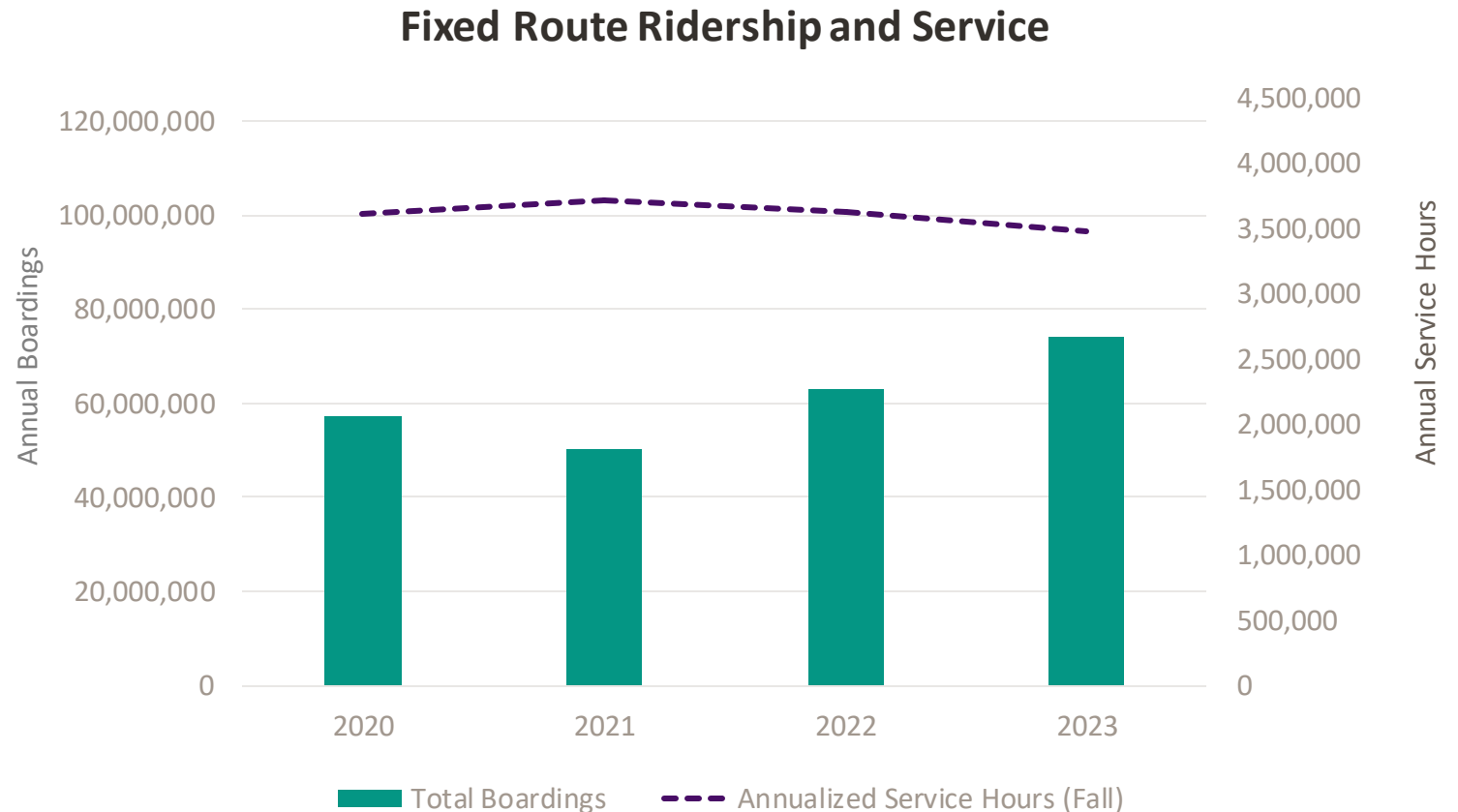
Fixed-route Bus Boardings and Service Trends

Ridership

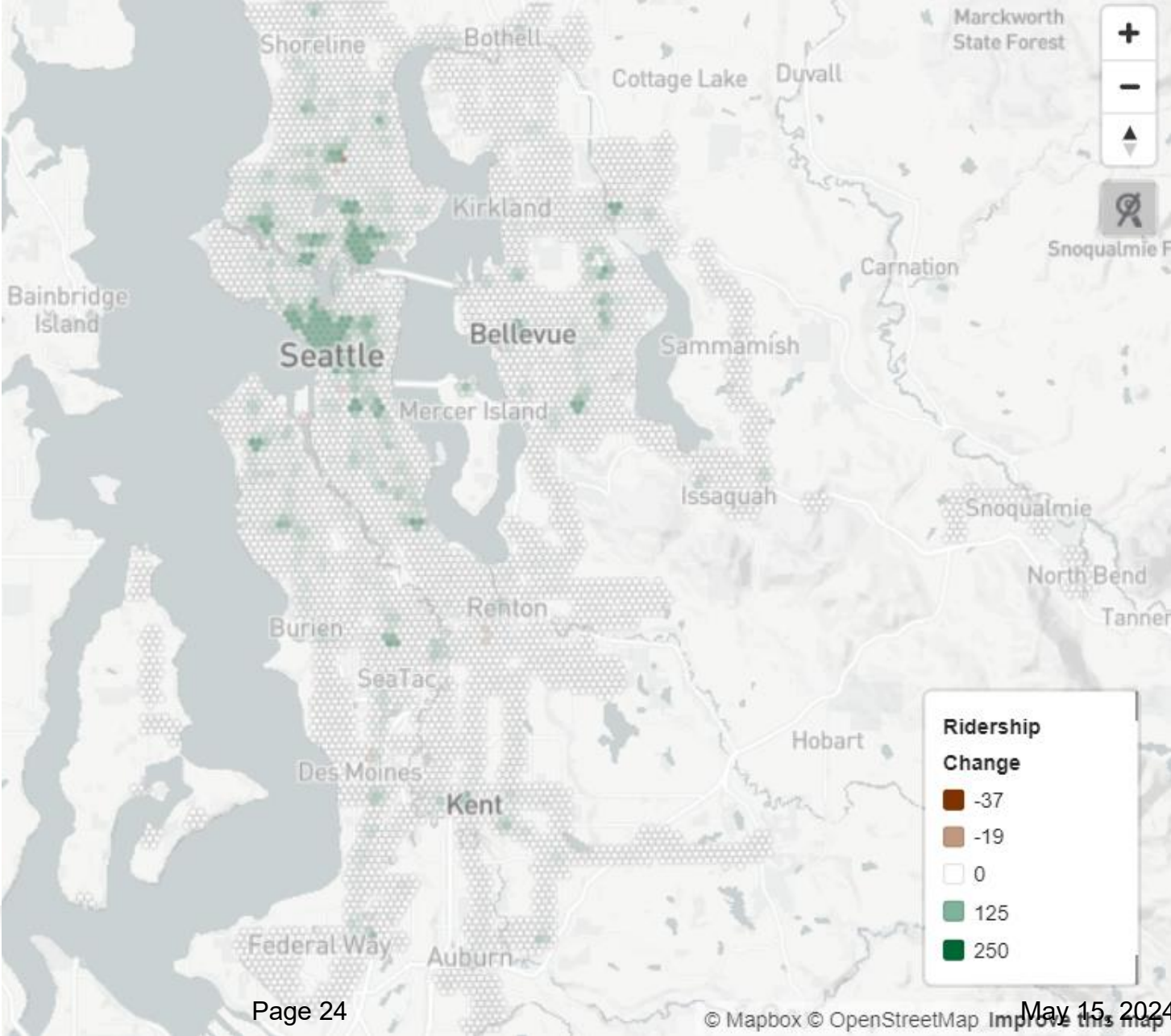
- 2023 ridership 62% of 2019 ridership
- Ridership increased 18% from 2022 to 2023

Service

- 2023 service 83% of 2019 service
- Service decreased 4% from 2022 to 2023



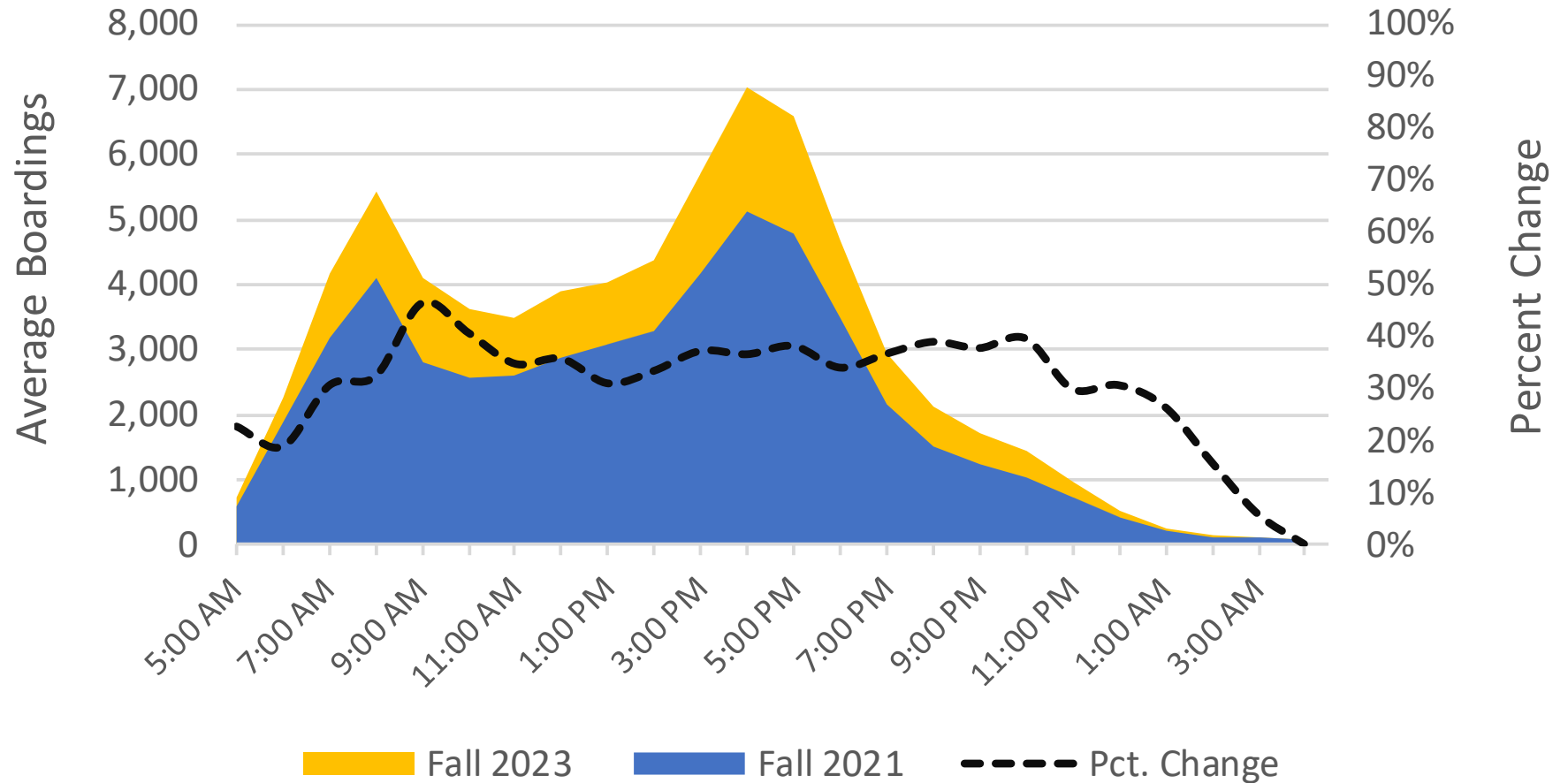
Change in Avg. Weekday Boardings, Fall 2021- Fall 2023



Bus Ridership Growth by Area

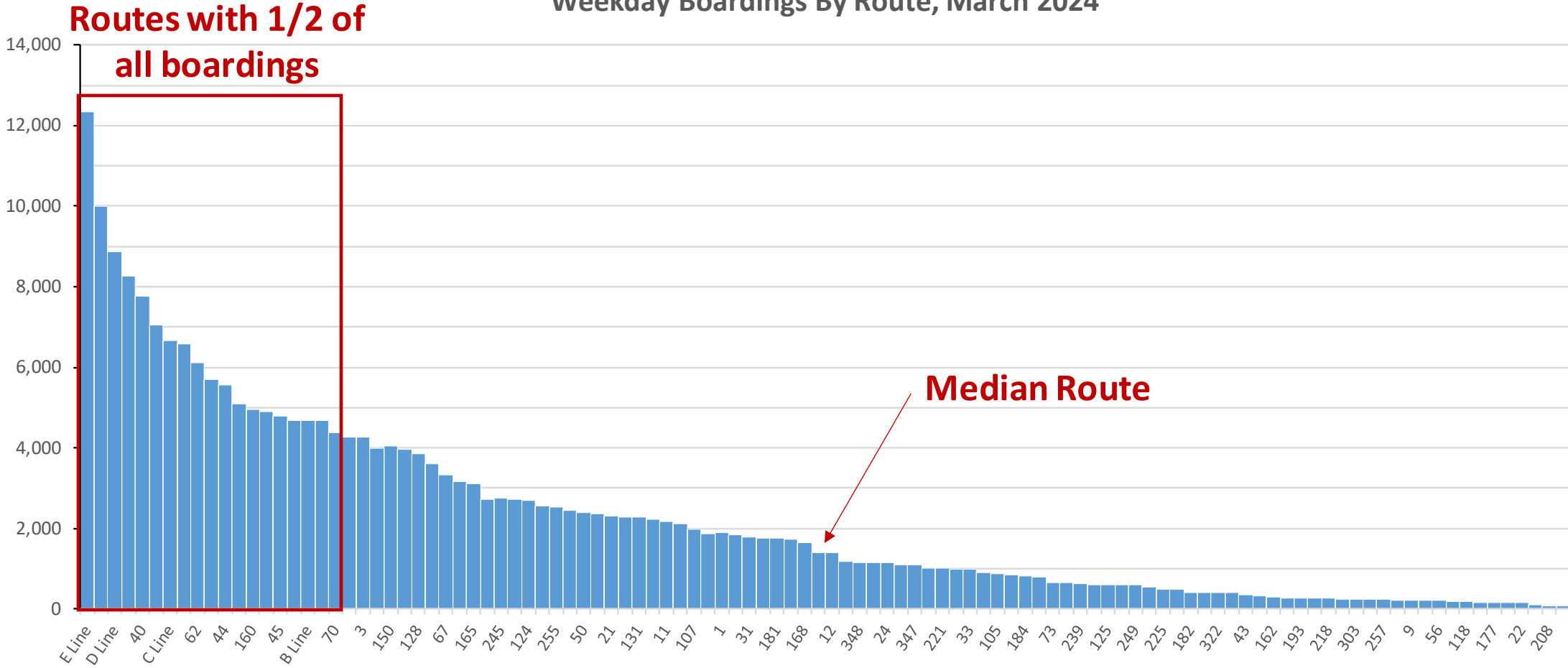
Bus Ridership Growth by Time of Day

Change in Daily Weekday Bus Ridership, Fall 2021 - Fall 2023

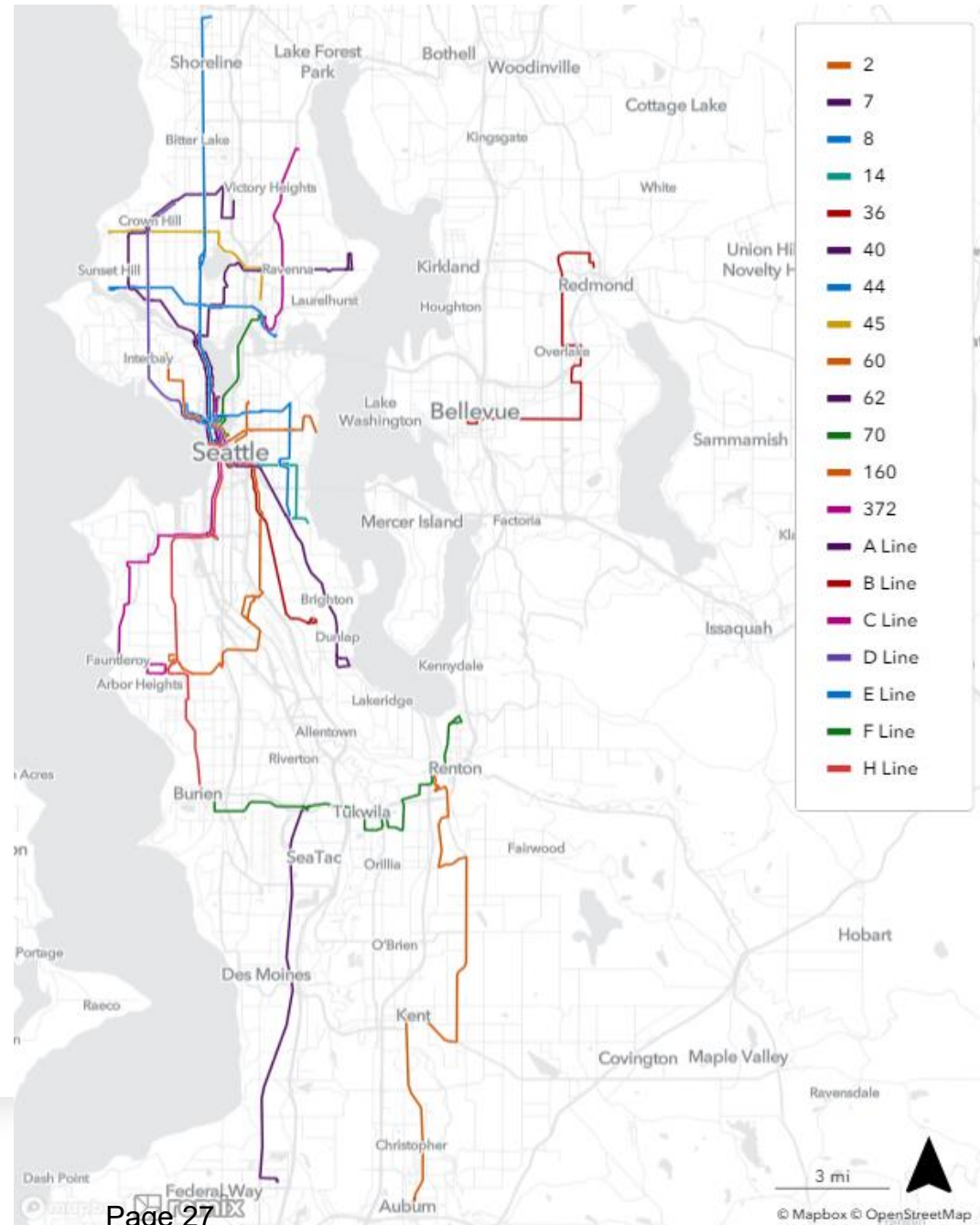


Average Weekday Boardings by Route

Weekday Boardings By Route, March 2024

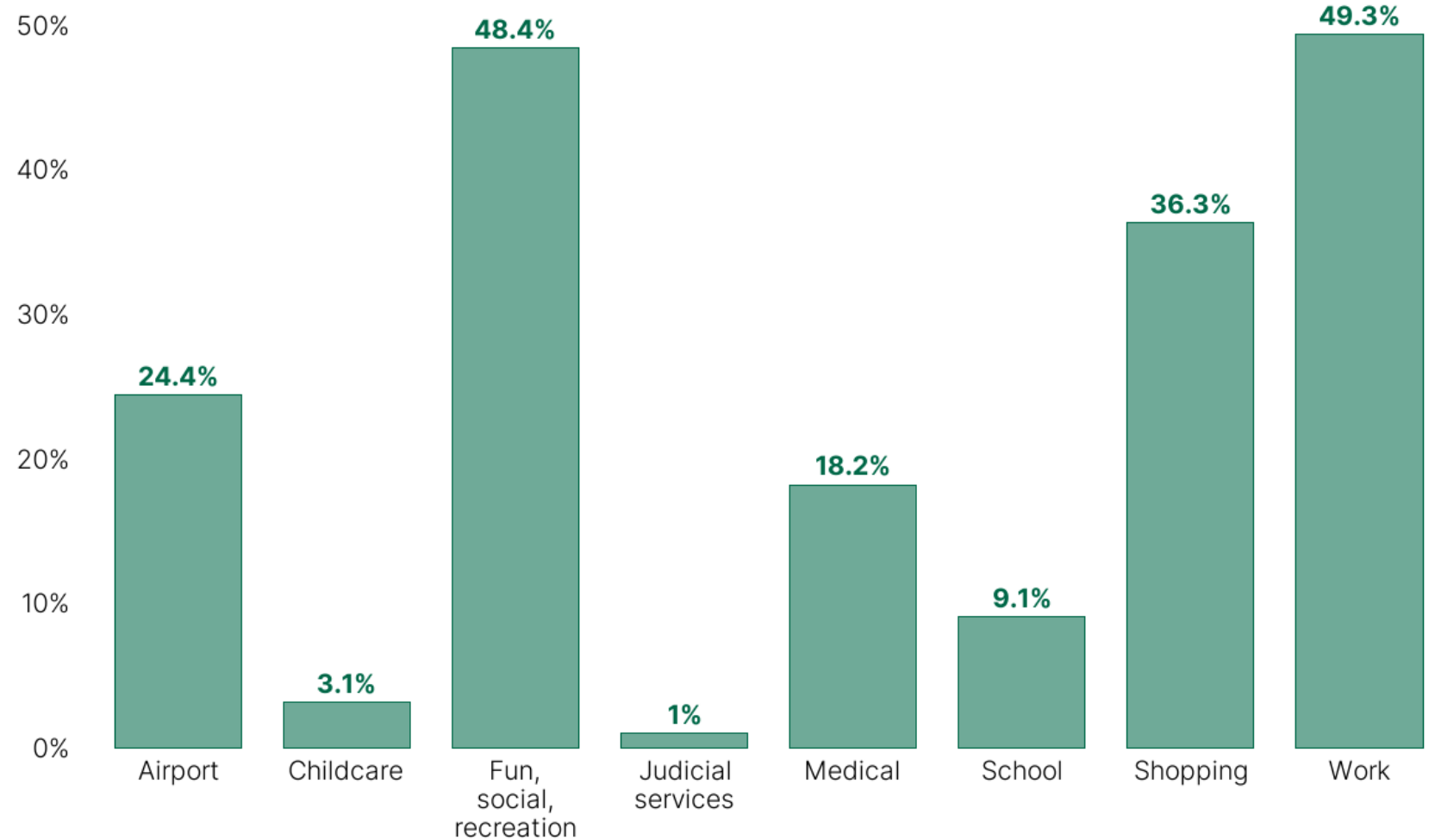


Metro's Busiest 20 Routes



Social and work trips are top trip purposes

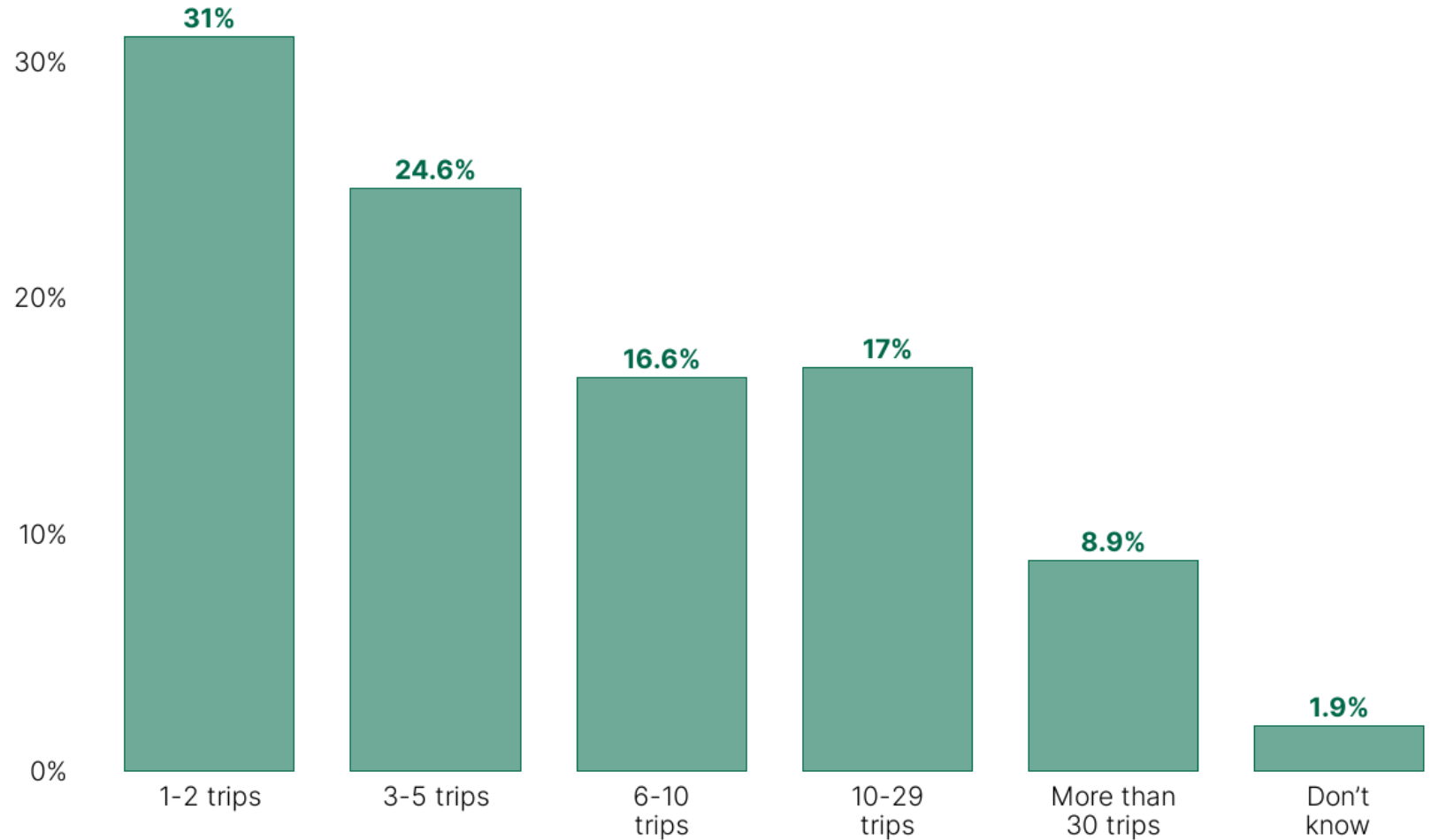
Primary Transit Trip Purpose



Rider/Non-Rider, 2023

Most riders use transit a few times per month

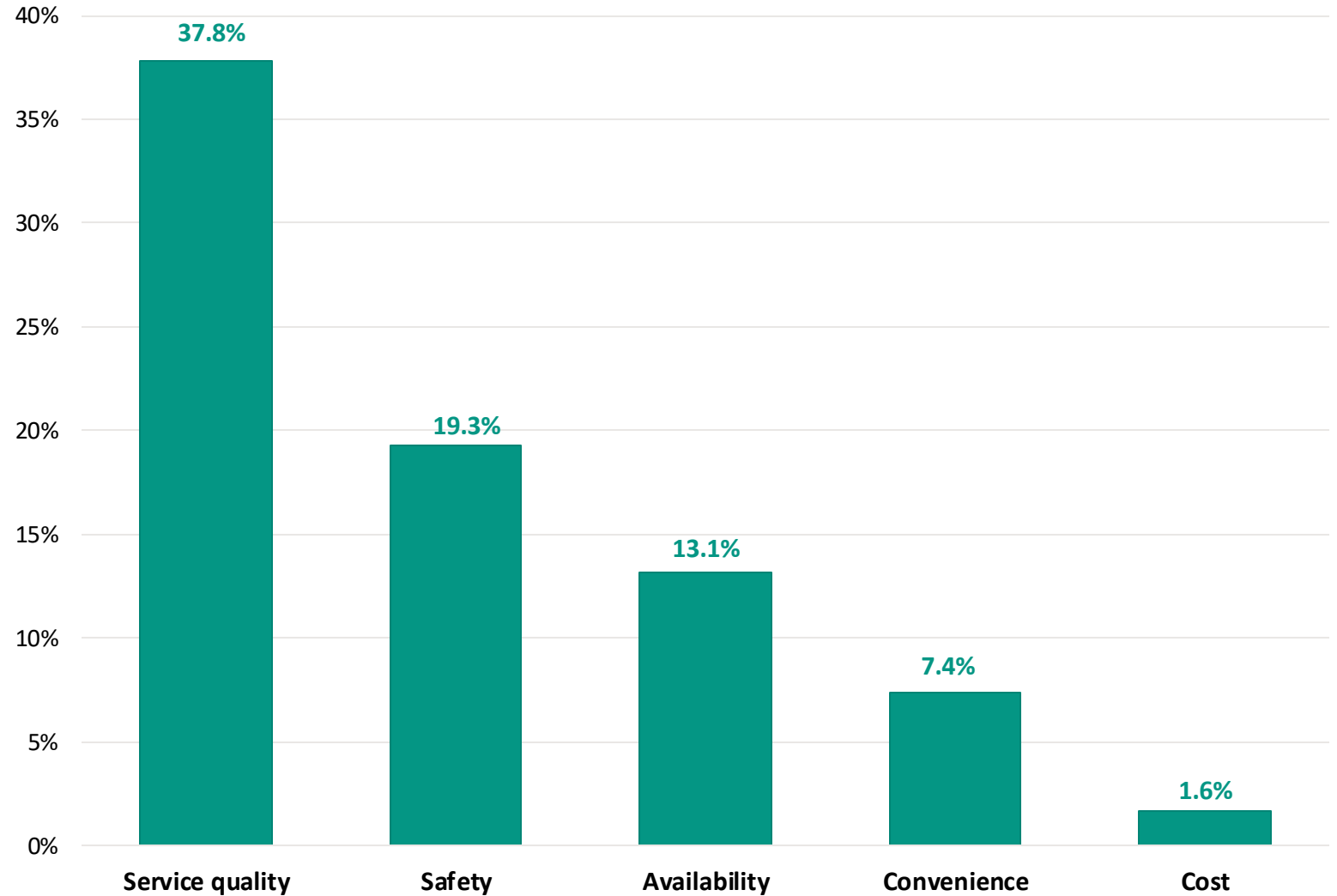
Frequency of Transit Trips Taken per Month



Rider/Non-Rider, 2023

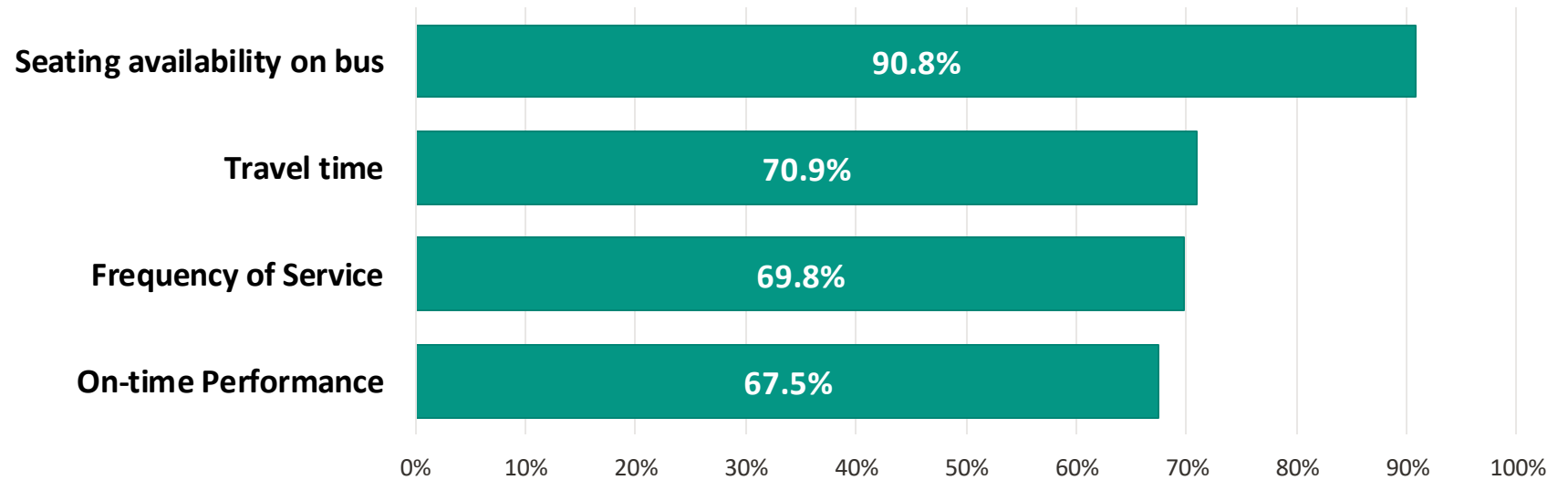
**Service quality
is the largest
barrier to
taking transit
more often**

Barriers to Transit



**People are
least satisfied
with on-time
performance**

Satisfaction with Metro's Service Quality Elements



Rider Non-Rider Survey (Q2-Q3, 2022)

What Riders Want

- **Quality service:** reliable, frequent, and fast
- **Safety:** clean, safe stops, shelters, lighting, sidewalks, including night-time
- **Availability:** More service, more places

Please run these routes all day!

Changes being made to continue providing service to seniors and medical facilities is very important.

I love more East-West access in the system. This has been missing for a long time.

I appreciate the willingness of your teams to not duck issues, and drive at solving these problems head on.

What is ahead for service and ridership?

Metro's Focus

- **Stabilize and grow services**
- **Improve the busiest routes**
 - RapidRide and frequent route expansion
 - Speed and reliability corridor improvements (routes 5, 36, 40, 44, 48, 165, 181)
- **Revise service to meet current needs**
 - Redesign service levels, schedules and routing to meet customer needs (ongoing)
- **Integrate rail lines into transit system**
 - Lynnwood, East, and Federal Way Link expansion
 - Complementary bus and other service changes
- **Service and workforce**



Fall Service Change

- **Planning and outcomes informed by current needs and ridership trends**
 - Current needs identified through analysis and engagement (survey, in-person, CBO partnerships, jurisdictions, stakeholders etc.)
- **Needs/demand is resulting in different outcomes**
 - Less focus on weekday peak commute service
 - More focus on frequent service
 - More service during nights and weekends
 - Creating new/updated connections
- **Major system changes**
 - Lynnwood Link Connections
 - Madison St Area (RapidRide G Line)



Responding to Current Needs this Fall

- **Lynnwood Link Connections**

- Increased east-west connections: three new, three improved east-west routes
- Improved night service: 130 (43%) more trips at night (after 10pm), span increases
- More frequent service: net increase of three frequent routes within the study area; four existing routes with frequency improvements

- **Madison Street Area**

- Expansion of very frequent service with RapidRide G Line
- Returning all-day service to Summit neighborhood (Route 3)
- Rebalancing service frequencies to meet current needs within budgets



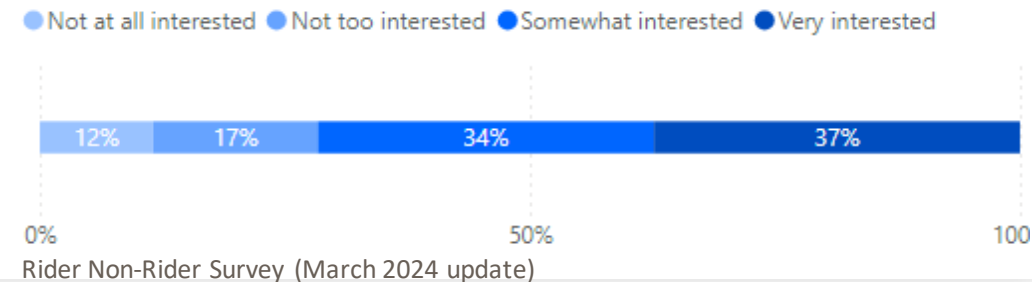
How do jurisdictions fit into these plans?

Residents Want Safe, Clean, Reliable Service

- Over 70% of King County residents are interested in using transit more
- Metro has invested in community engagement and rider feedback tools to understand what people want and where they want to go
- Now, Metro and jurisdictions have shared responsibility in delivering for residents

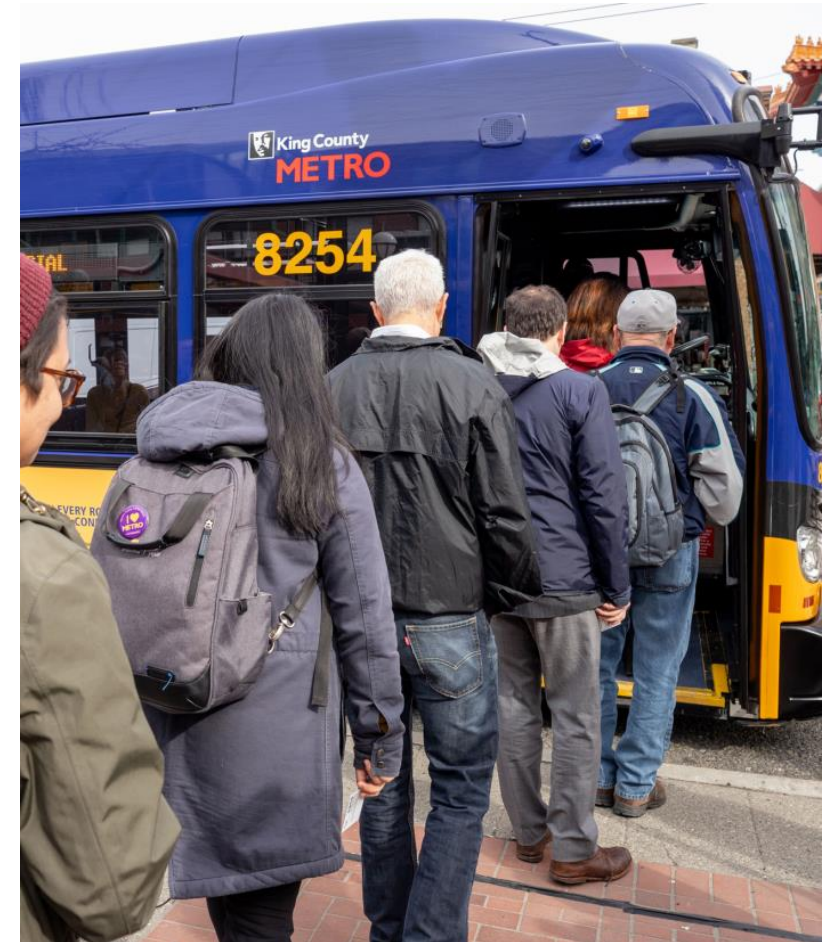


Interest in Future Transit Use



How Jurisdictions Can Help Metro Deliver

- **Prioritize transit in rights-of-way**
 - Adopt transit priority, such as bus lanes and signal priority for transit
 - Support new transit routings through paving, channelization, layover, etc.
- **Create dense, transit-supportive land use and accessible connections**
 - Coordinate comprehensive planning with current and future transit
 - Support development that integrates with transit service and facilities
 - Promote and develop accessible connections to transit (sidewalks, bikeways)
- **Work with Metro on capital and development projects**
 - Collaborate on infrastructure improvements, such as expediting permits for transit-related construction
 - Partner on speed and reliability, and RapidRide investments



Closing and Questions