



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**June 9, 2014**

**Ordinance 17831**

**Proposed No. 2014-0210.2**

**Sponsors Dembowski**

1                   AN ORDINANCE adopting public transportation service  
2                   reductions in September 2014.

3                   STATEMENT OF FACTS:

4                   1. Transit division ("Metro") service is funded mainly by sales tax, and  
5                   due to the inherently unstable and variable nature of that funding source,  
6                   the amount of operating funds available from that source varies with the  
7                   health of the economy. The economic downturn that started in 2008 and  
8                   resultant decline in sales tax revenues caused a projected shortfall in  
9                   Metro's operating funds of about \$1.2 billion for the years 2009 through  
10                  2015.

11                  2. Since 2009, Metro has undertaken a series of actions to address the  
12                  revenue shortfall, including increasing system-wide operating efficiencies,  
13                  use of one-time reserve funds, and generation of new revenue, resulting in  
14                  approximately \$800 million in cost savings and additional resources and  
15                  closing the financial gap by approximately \$148 million annually.

16                  Although the worst of the recession has passed and sales tax revenue is  
17                  currently on an uptick, the economy has not recovered enough to generate  
18                  the sustained sales tax revenues needed to close this financial gap.

19 3. A temporary funding source, the congestion reduction charge, was  
20 authorized by the state Legislature and approved by the county council in  
21 2011, through Ordinance 17169. The intent of this legislation was to help  
22 address transit revenue shortfalls during the economic downturn and allow  
23 King County Metro to continue reducing congestion on some of the state's  
24 most crowded highways.

25 4. To close the annual budget gap in the 2013/2014 Biennial Budget  
26 Ordinance, transit service must be reduced consistent with the King  
27 County Metro Service Guidelines.

28 5. The proposed reductions to Metro's fixed route transit network include  
29 bus service changes that affect all jurisdictions within King County, as  
30 well as portions of unincorporated King County.

31 6. The proposed service reductions are consistent with the policy direction  
32 and priorities adopted on August 30, 2013, in the Updates to the Strategic  
33 Plan for Public Transportation 2011-2021 and associated King County  
34 Metro Service Guidelines under Ordinance 17641.

35 7. Metro conducted required public outreach and Title VI service equity  
36 analysis in accordance with applicable federal regulations and King  
37 County Code and other policy.

38 8. The proposed service reductions are within the adopted 2013-2014  
39 service hour budget.

40 9. An opportunity exists for the council and executive to work  
41 collaboratively with each other, stakeholders and cities throughout the

42 county to identify alternative cost savings, efficiencies and updated  
43 estimates of revenue and expenditures that could reduce Metro's annual  
44 budget gap, thereby decreasing the number of transit service hours  
45 required to be reduced in 2015.

46 10. Actual service levels for 2015 and later will be determined in a manner  
47 consistent with adopted policies and the King County budget for those years.

48 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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

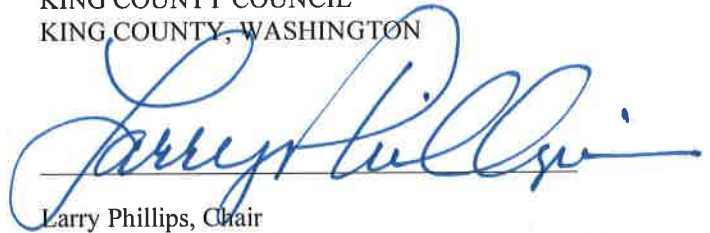
52 SECTION 2. Service changes to routes 903, 909, 919, 927, 931 and 935 as  
53 proposed in section 1 of this ordinance shall take effect only upon the council's approval  
54 by motion of a report that: identifies and quantifies the ridership to the system and the  
55 anticipated cost and operational impacts of wheelchair ridership currently using these  
56 services transferring to either Access or regular bus service; describes how contracted  
57 transit service, as an alternative service product, is proposed to be used to reduce or avoid  
58 other potential transit service reductions and make the transit system more efficient,  
59 including through extension or changes to the existing Dial-a-Ride Transit routes, and  
60 other new and existing alternative services, consistent with strategies 6.2.3 and 6.2.4 of  
61 the Strategic Plan for Public Transportation 2011-2021; and describes how the county has  
62 worked with its contract transit service provider to manage and potentially mitigate fiscal  
63 impacts of service changes. The report shall be filed by the executive in the form of a  
64 paper original and electronic copy with the clerk of the council, who shall retain the

65 original and provide an electronic copy to all councilmembers, the council's chief of staff  
66 and the lead staff to the transportation, economy and environment committee, or its  
67 successor.  
68


Ordinance 17831 was introduced on 6/2/2014 and passed by the Metropolitan King County Council on 6/9/2014, by the following vote:

Yes: 5 - Mr. von Reichbauer, Ms. Hague, Ms. Lambert, Mr. Dunn and Mr. Dembowski  
No: 4 - Mr. Phillips, Mr. Gossett, Mr. McDermott and Mr. Upthegrove  
Excused: 0

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON


  
Larry Phillips, Chair

ATTEST:

  
Anne Noris, Clerk of the Council

RECEIVED  
2014 JUN 10 AM 10:45  
KING COUNTY COUNCIL CLERK

APPROVED this 9 day of JUNE, 2014.  
**VETOED**

  
Dow Constantine, County Executive

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:

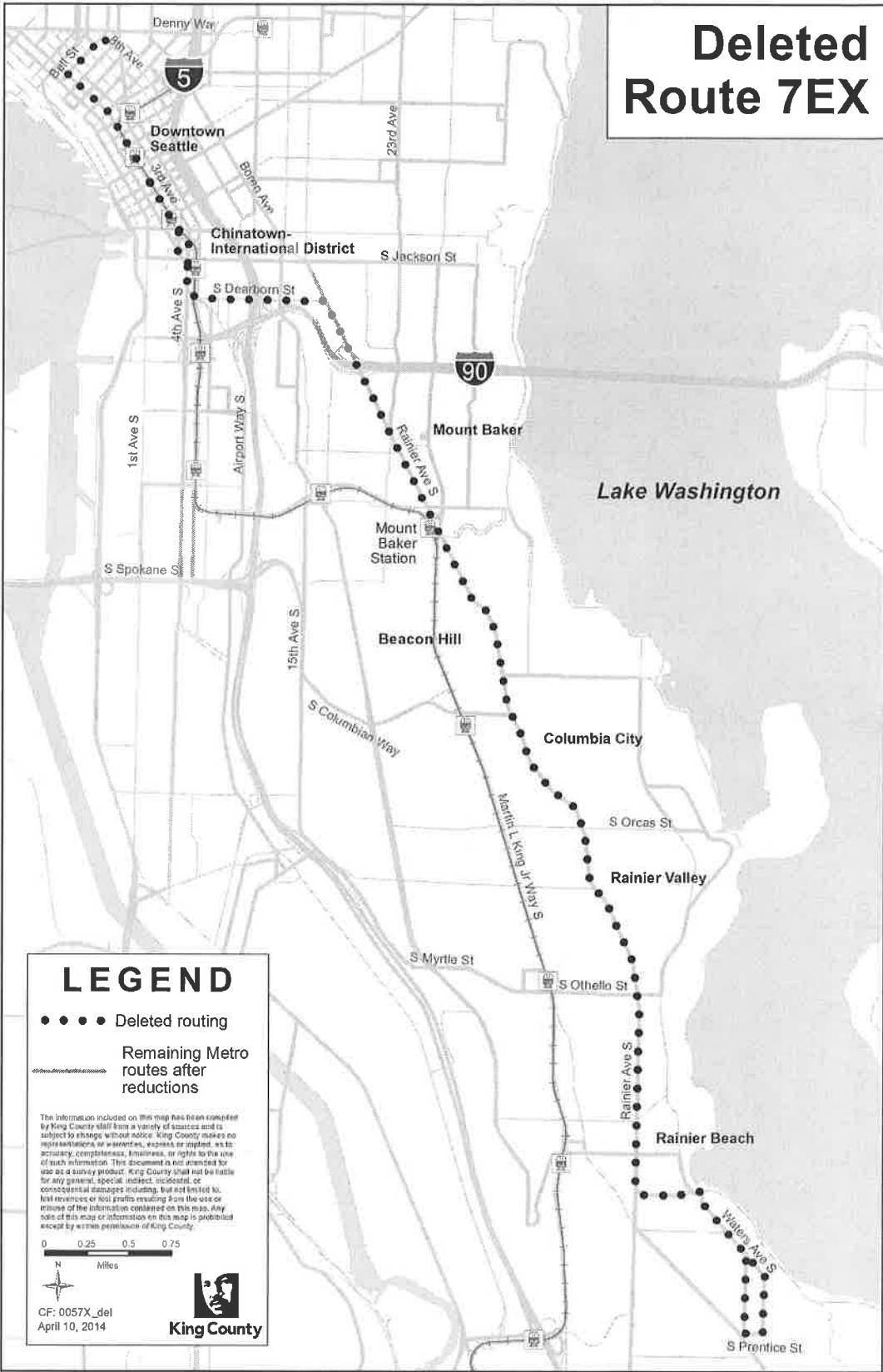
Rainier Beach, Rainier Valley, Chinatown-International District, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

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

# Deleted Route 7EX



**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5 0.75  
Miles

N  
CF: 0057X\_del  
April 10, 2014

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.

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, 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:

West Magnolia, Interbay, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

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





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

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.

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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- *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:

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

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:

- *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:

Loyal Heights, Greenwood, University District

SERVICE CHANGE:

Discontinue route.

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

# Deleted Route 48EX



**King County**  
February 20, 2014  
CF: 048EX, del

**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5 Miles

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.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
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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.





# Deleted Route 61

**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5  
Miles

CF: 061\_del  
February 20, 2014

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.

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:

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.



**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5  
Miles

N

CF: 062\_del  
February 20, 2014

# Deleted Route 62

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

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.



# Deleted Route 82 Night Owl

## LEGEND

- ● ● ● Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5  
Miles

CF: 082\_del  
February 21, 2014

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:

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

IMPACTED SERVICE AREA:

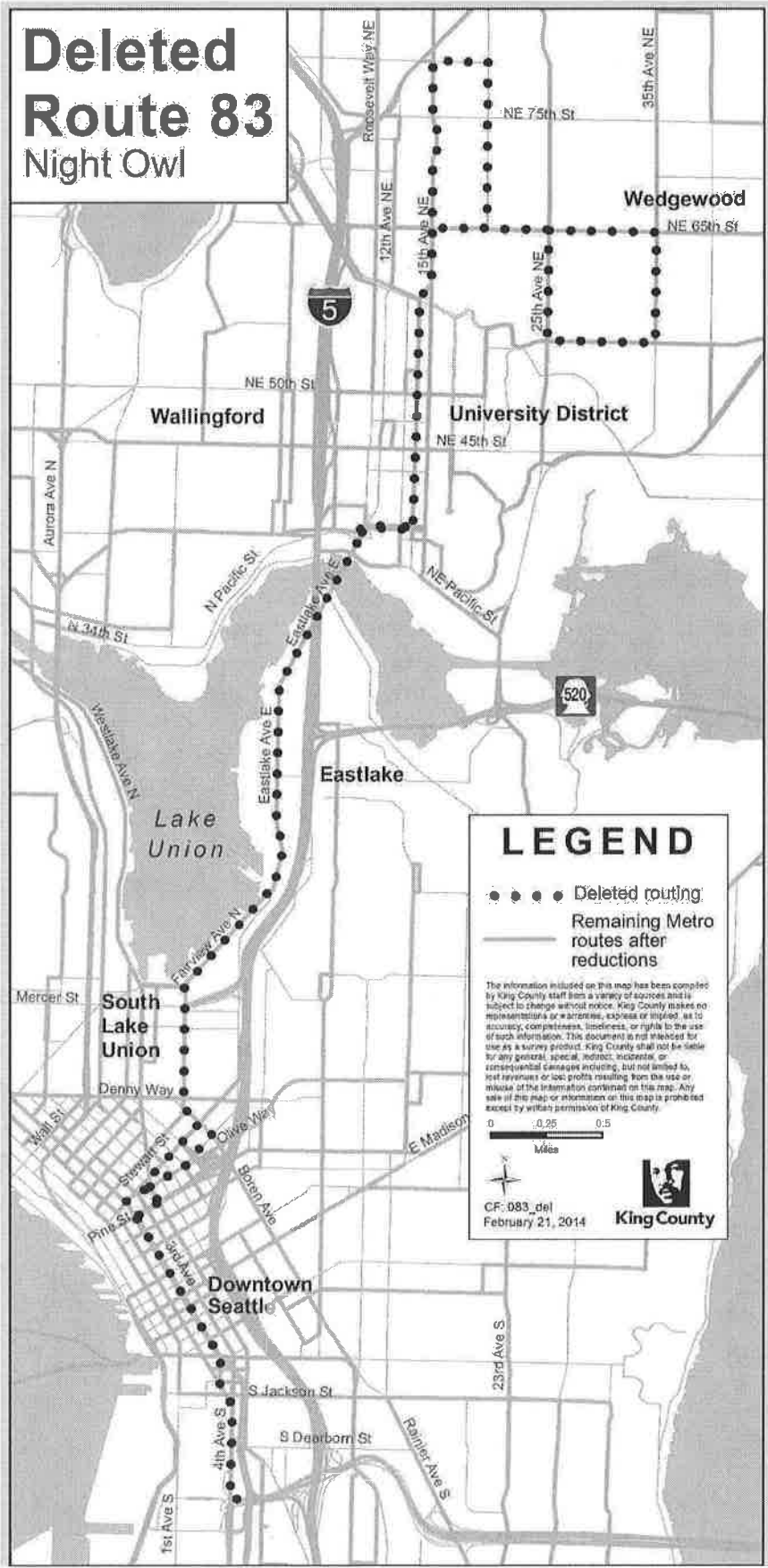
Ravenna, University District, Eastlake, South Lake Union, Downtown Seattle

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.

# Deleted Route 83 Night Owl



## LEGEND

- ● ● ● Deleted routing
- Remaining Metro routes after reductions

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0 .025 0.5  
Miles

CF: 083\_del  
February 21, 2014

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.*
- *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.*

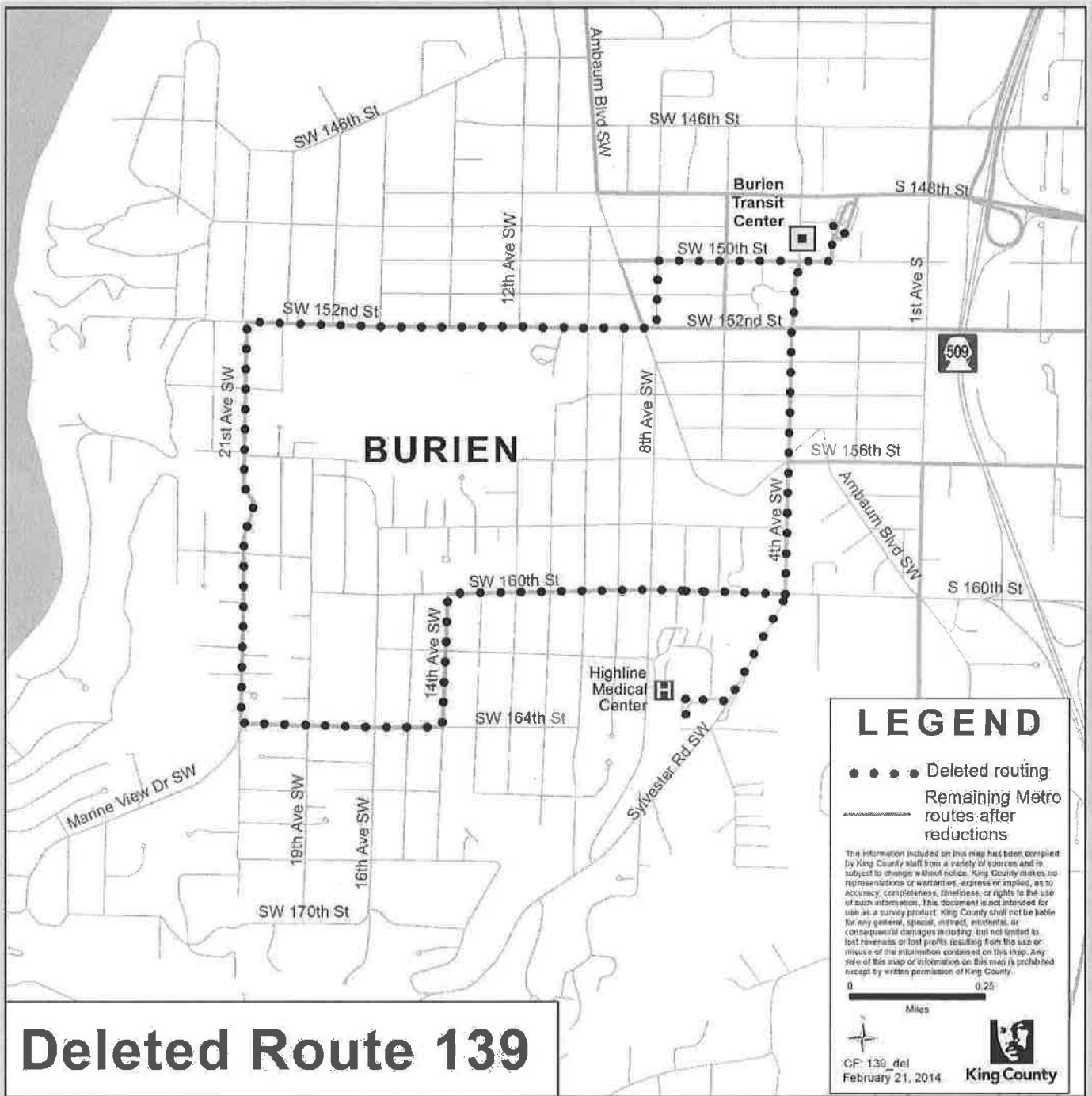
IMPACTED SERVICE AREA:

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

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.

# Deleted Route 152



**LEGEND**

- ● ● ● Deleted routing
- Remaining Metro routes after reductions
- Sounder commuter rail and station

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0 0.5 1 1.5 2  
Miles

CF: 152\_del

April 12, 2014

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:

- *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:

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.

# Deleted Route 161



**LEGEND**

- Deleted routing
- ~~~~~ Remaining Metro routes after reductions

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0 0.5 1 1.5  
Miles

N  
CF: 161\_del  
April 12, 2014

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:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
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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.



# Deleted Route 173



**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5 0.75 1 1.25 1.5 1.75  
Miles

CF:173\_del  
April 12, 2014

ROUTE: 200

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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- *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.*

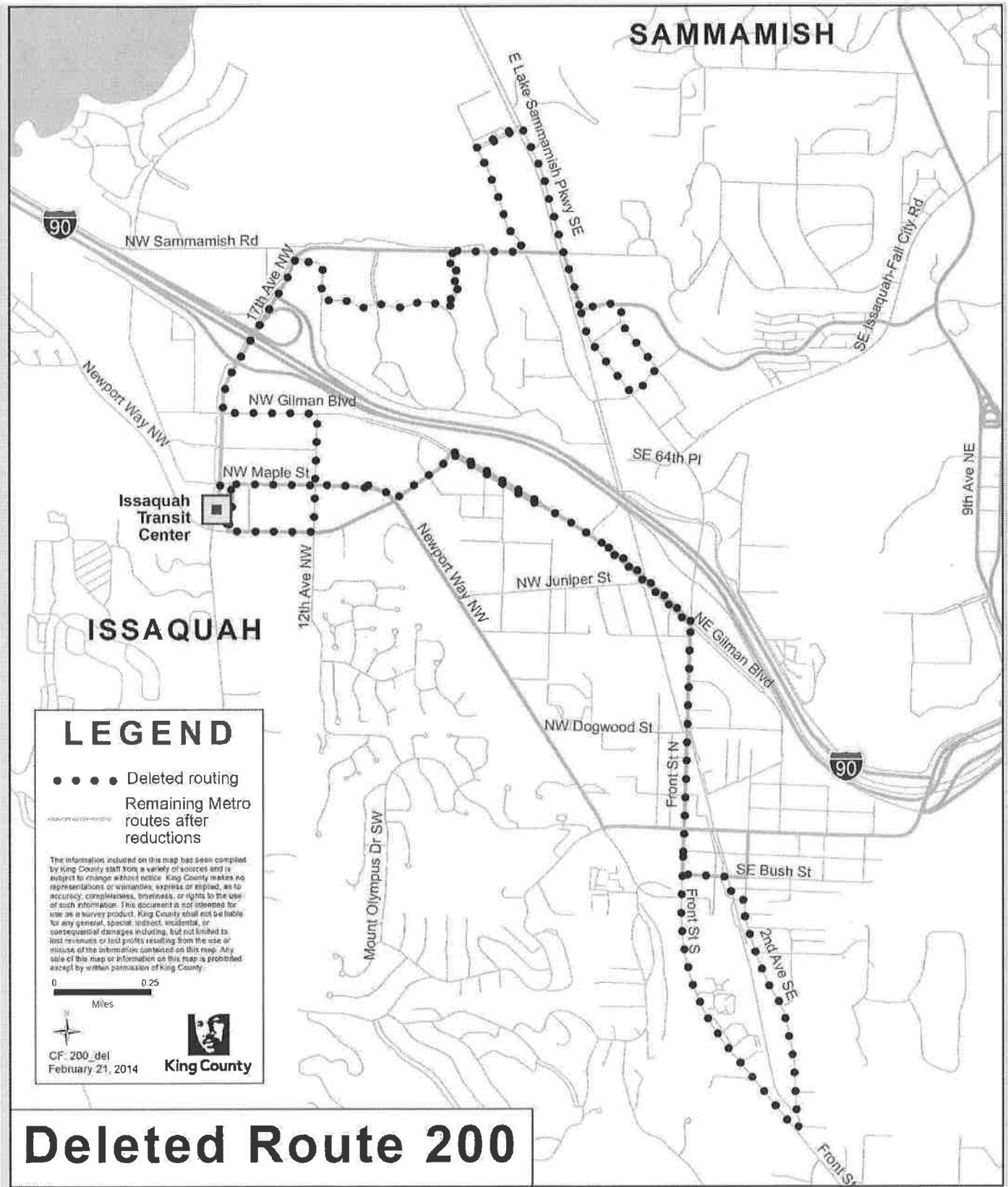
IMPACTED SERVICE AREA:

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.*

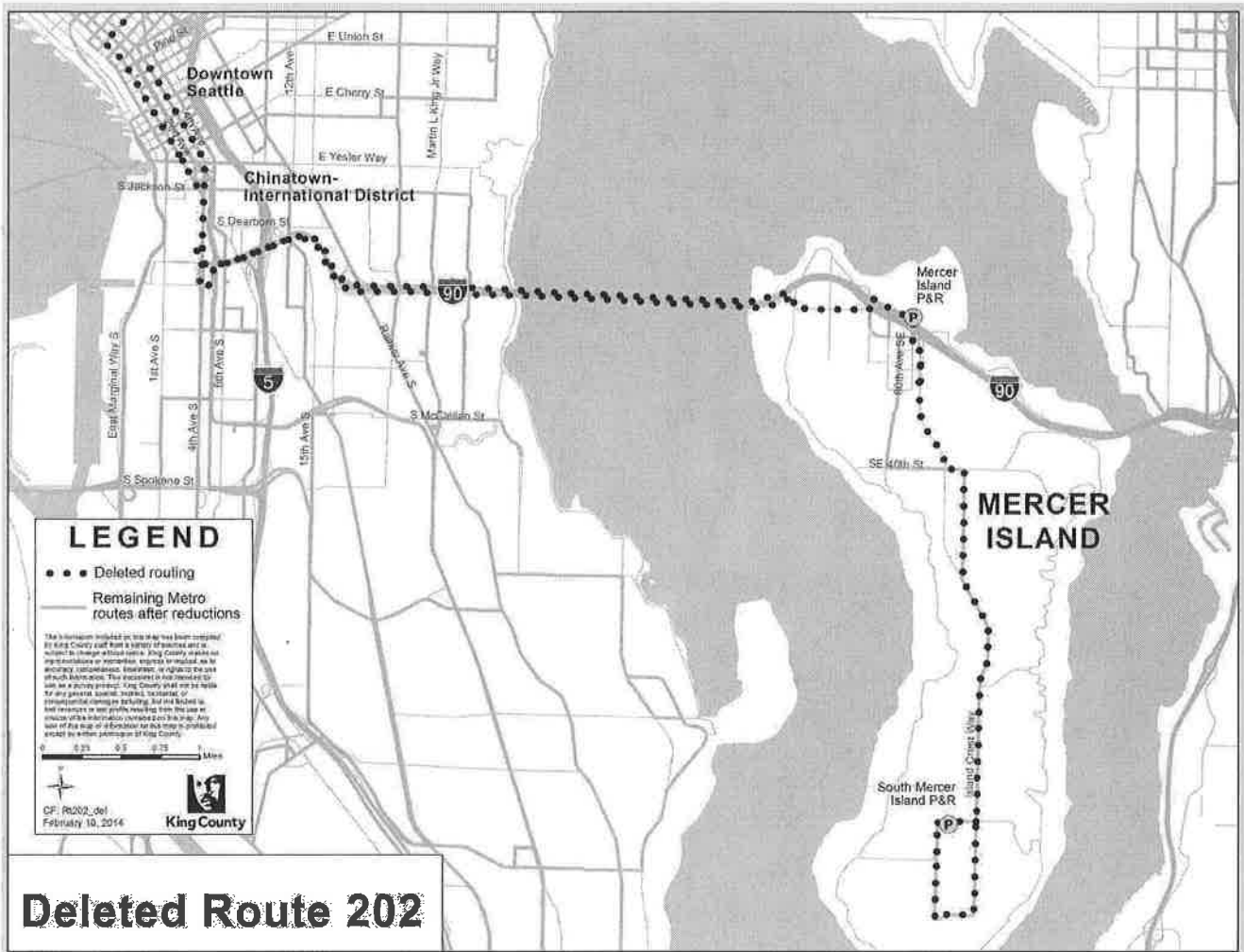
IMPACTED SERVICE AREA:

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  
Route 203



Deleted  
Route 213

## 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 staff from a variety of sources and is subject to change without notice. King County makes no representation as to whether, in whole or in part, it is accurate, complete, current, or right for the use of such information. This document is not intended for use as a survey product. King County does not be liable for any errors, omissions, or damages, or any consequential damages, including but not limited to, lost time or lost profits resulting from the use of this map or information on this map is provided solely by written permission of King County.

CF-203\_213\_04  
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).



# Deleted Route 205EX



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.*

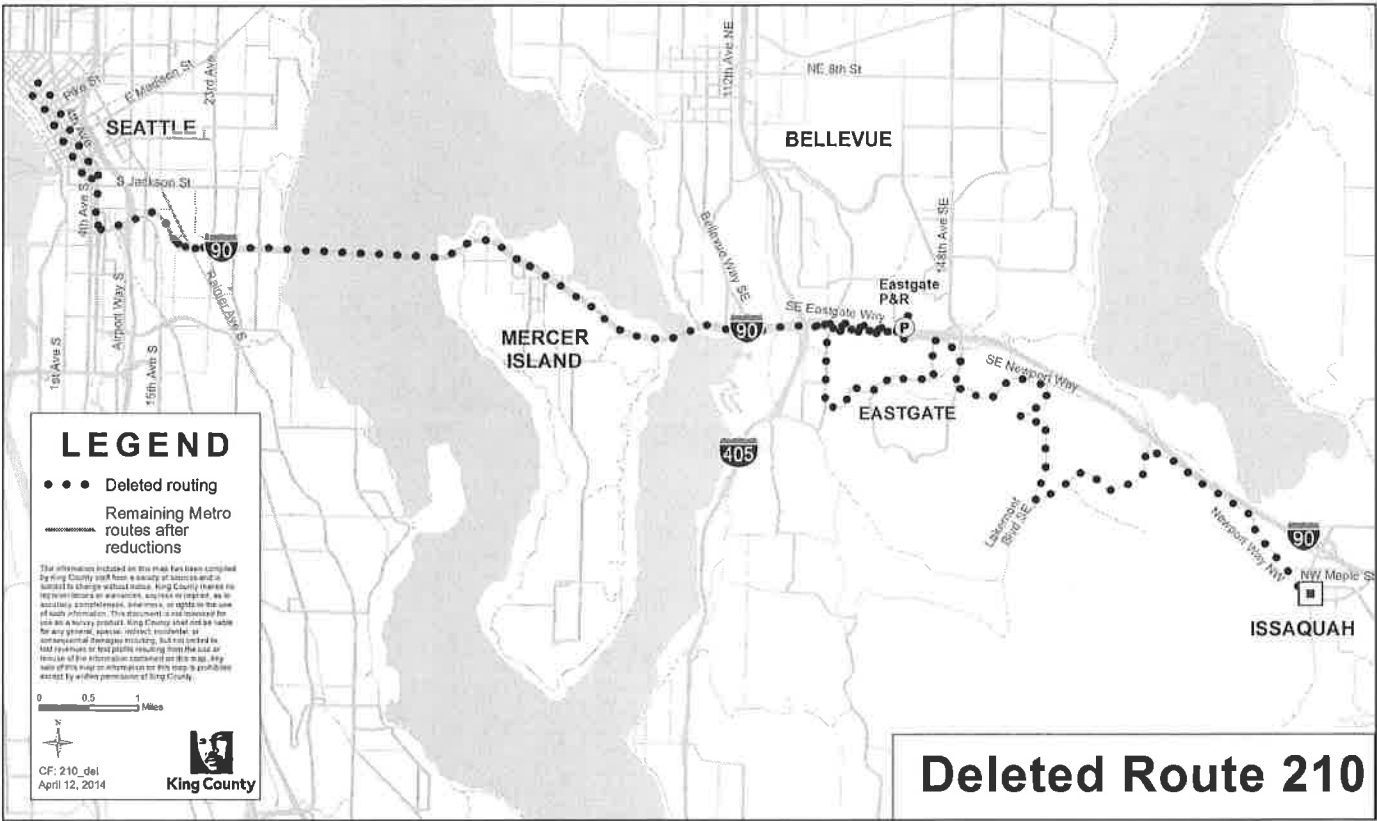
IMPACTED SERVICE AREA:

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.*

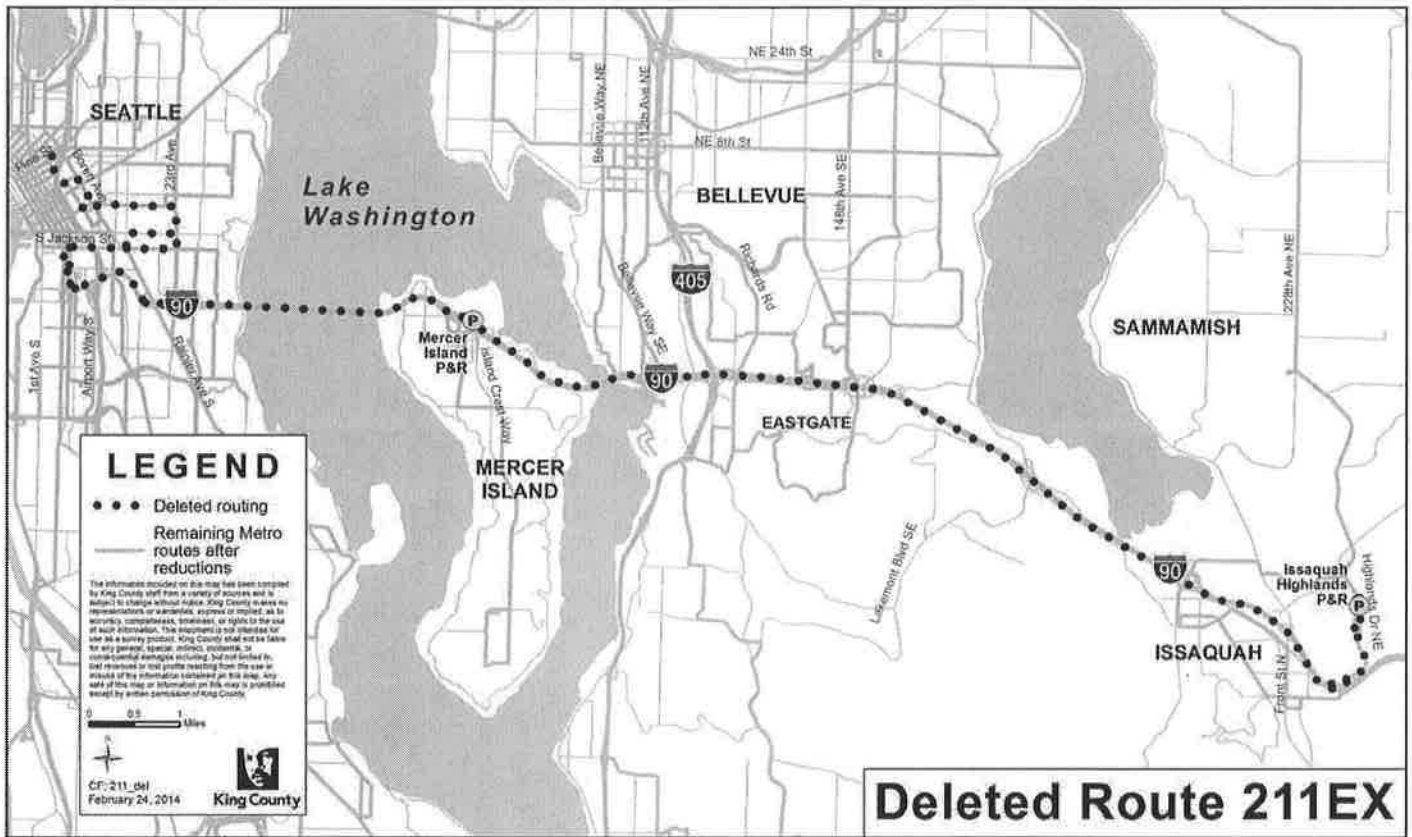
IMPACTED SERVICE AREA:

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  
Route 203



Deleted  
Route 213

### Deleted Routes 203 and 213

**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions

The information shown on this map has been compiled by King County staff from a variety of sources and is provided as a service without warranty. King County makes no representation or warranty, 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 personal, special, indirect, incidental, or consequential damages resulting from any reliance on, use, or dissemination of such information. No part of this map or information on this map is permitted to be copied, reproduced, or otherwise used without the written permission of King County.

CF-203\_213\_061  
February 21, 2014

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.*

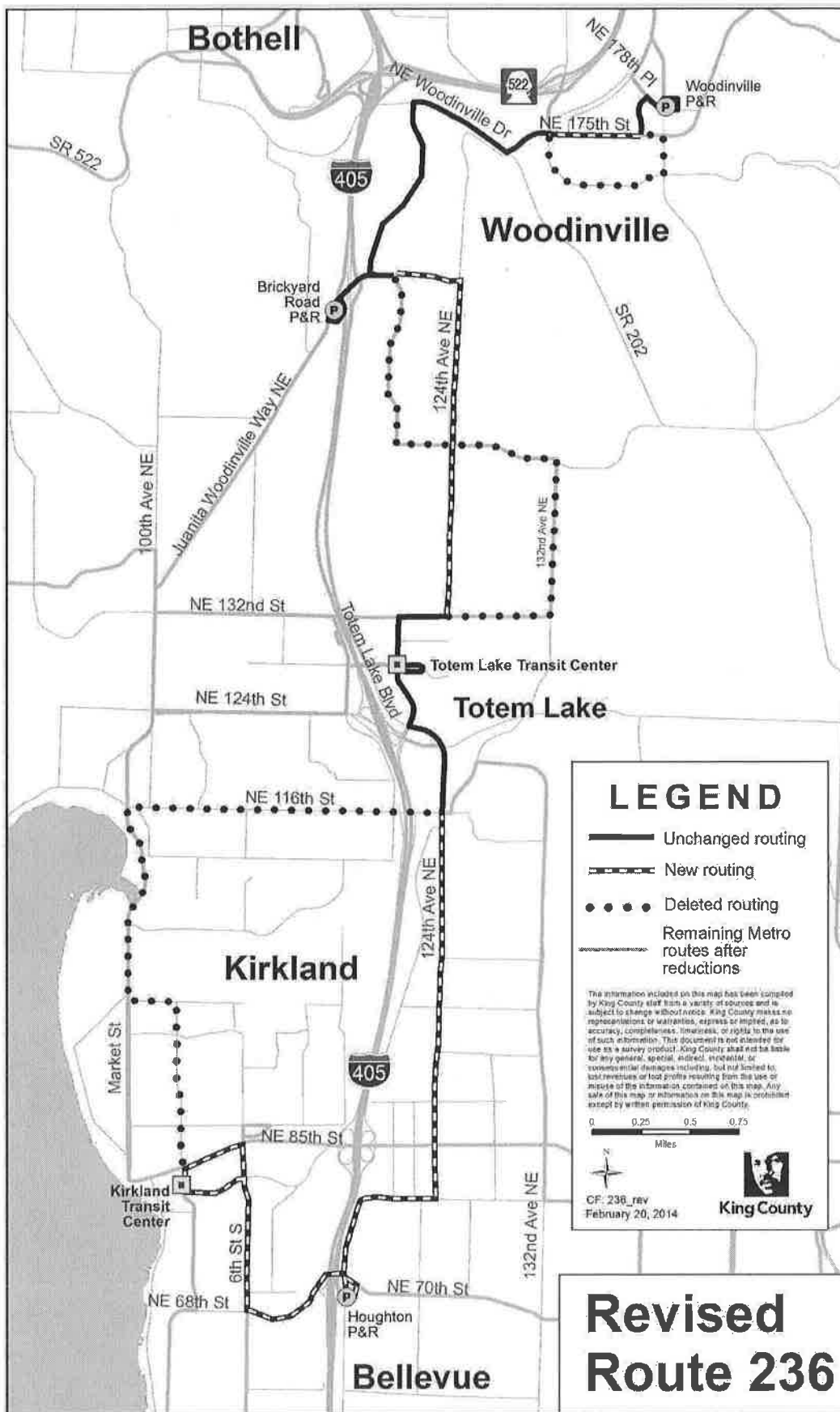
IMPACTED SERVICE AREA:

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:

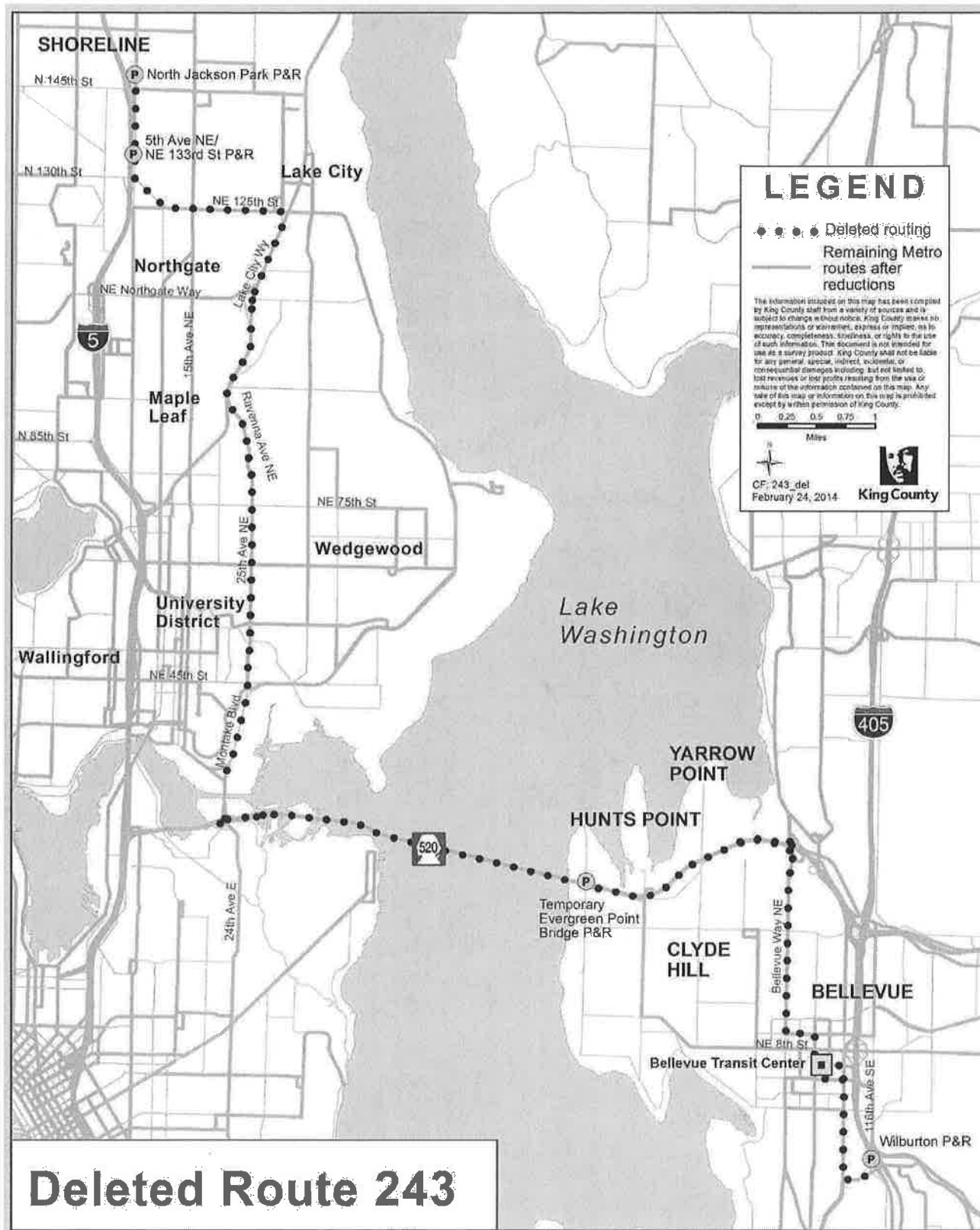
Jackson Park, Lake City, Ravenna, Montlake, Bellevue

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.*

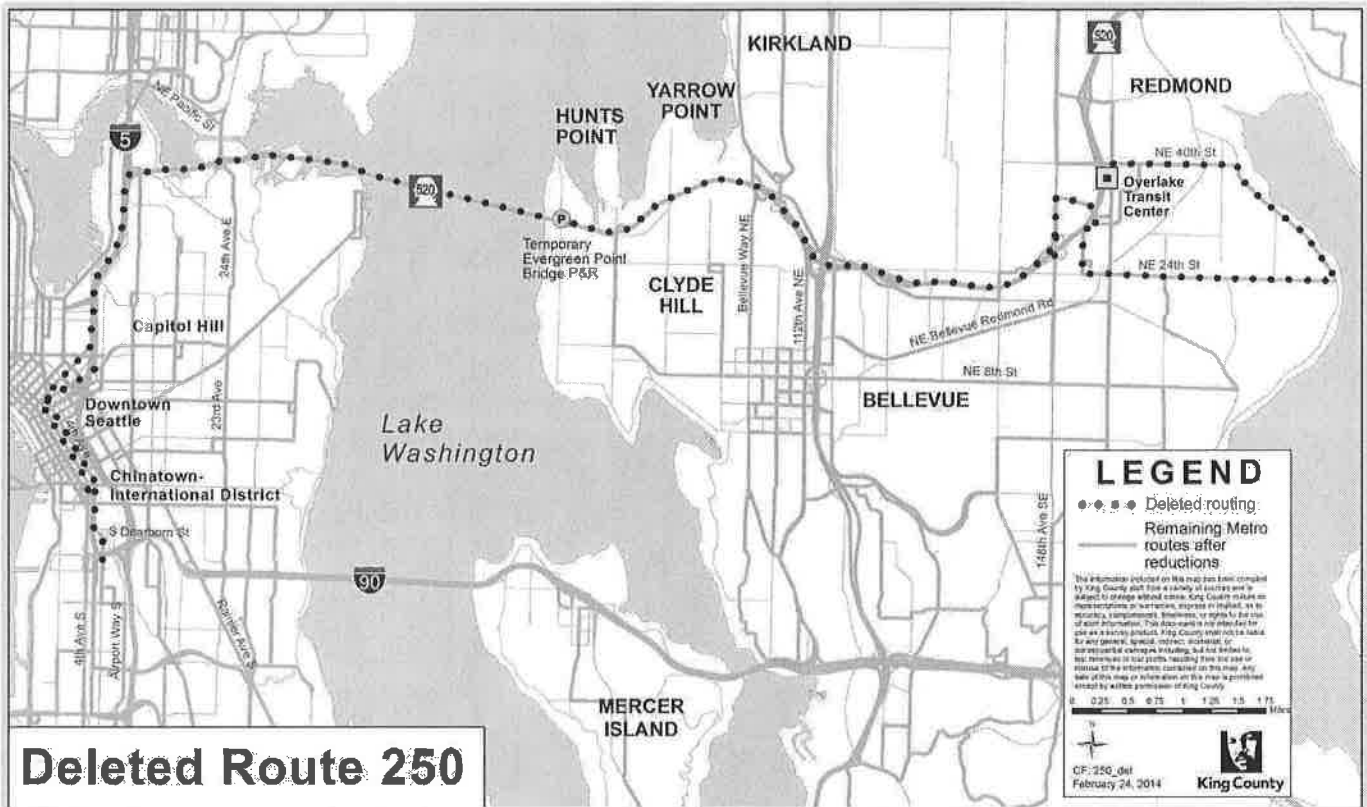
IMPACTED SERVICE AREA:

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:

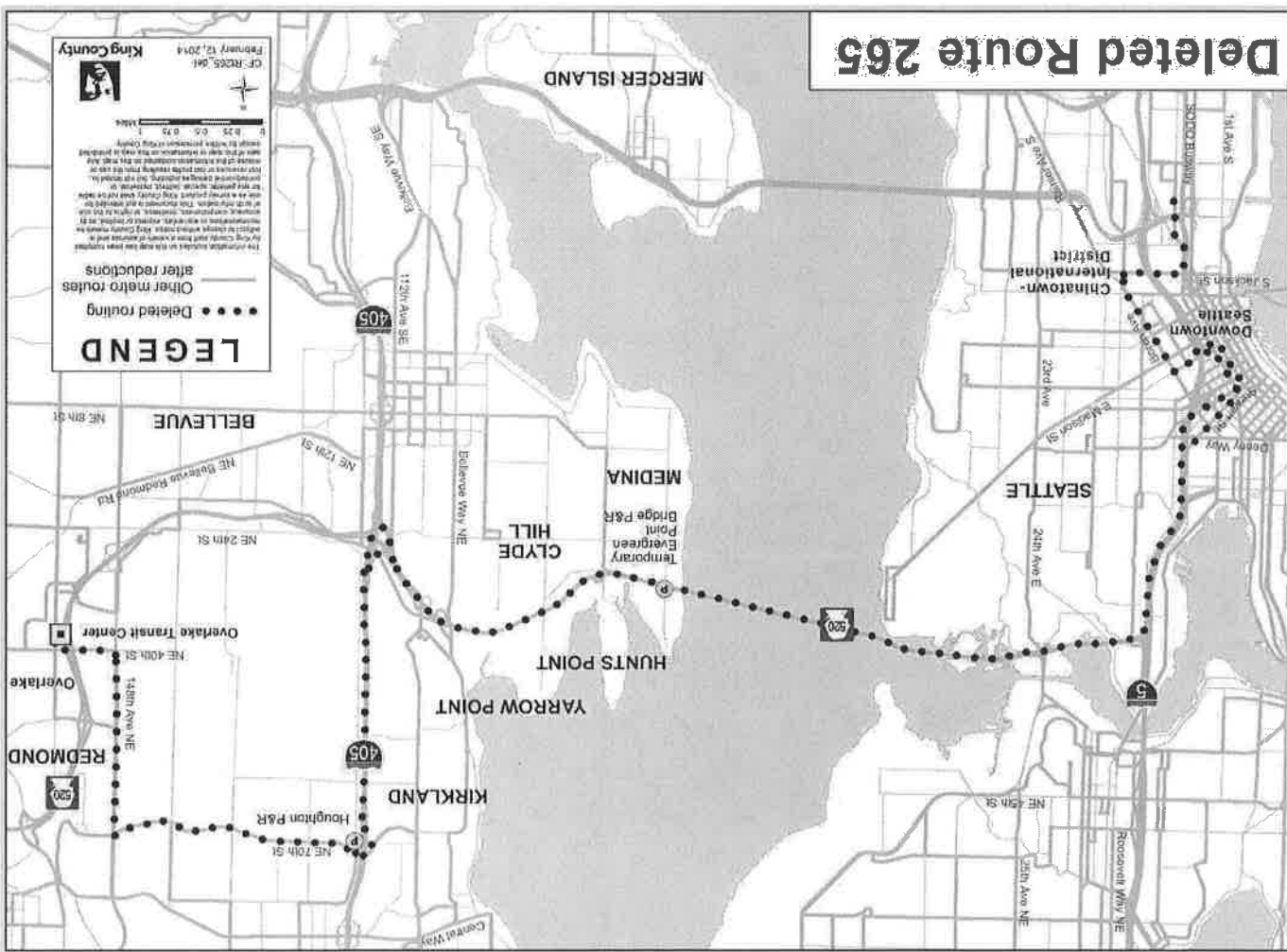
Overlake, Houghton, Downtown Seattle, First Hill

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.

# Deleted Route 265



**LEGEND**

- Deleted routing
- Other retro routes
- after reductions

CF: RDC65, 06/11  
February 12, 2014  
King County

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:

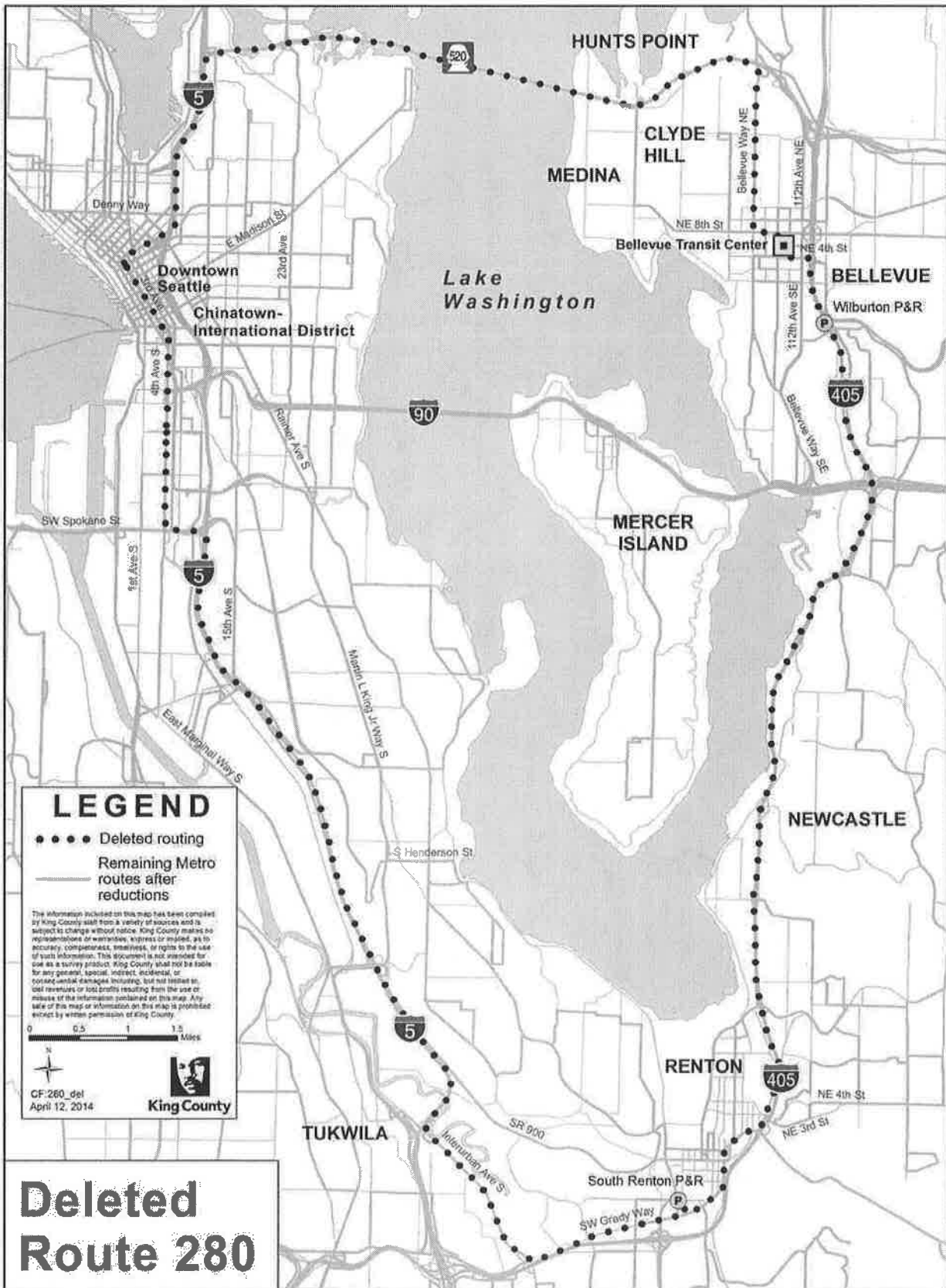
Renton, Bellevue, Downtown Seattle

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.

# Deleted Route 306EX



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.



**LEGEND**

- Deleted routing
- Remaining Metro routes after reductions
- ▭ Deleted DART area

**King County**  
 April 12, 2014  
 GFI: 909.d61

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0 0.25 0.5 Miles

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.

# Deleted Route 919



**LEGEND**

- ● ● Deleted routing
- Remaining Metro routes after reductions
- ▭ Deleted DART area
- Ⓟ Sounder commuter rail and station

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CF-919\_det  
February 24, 2014



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:

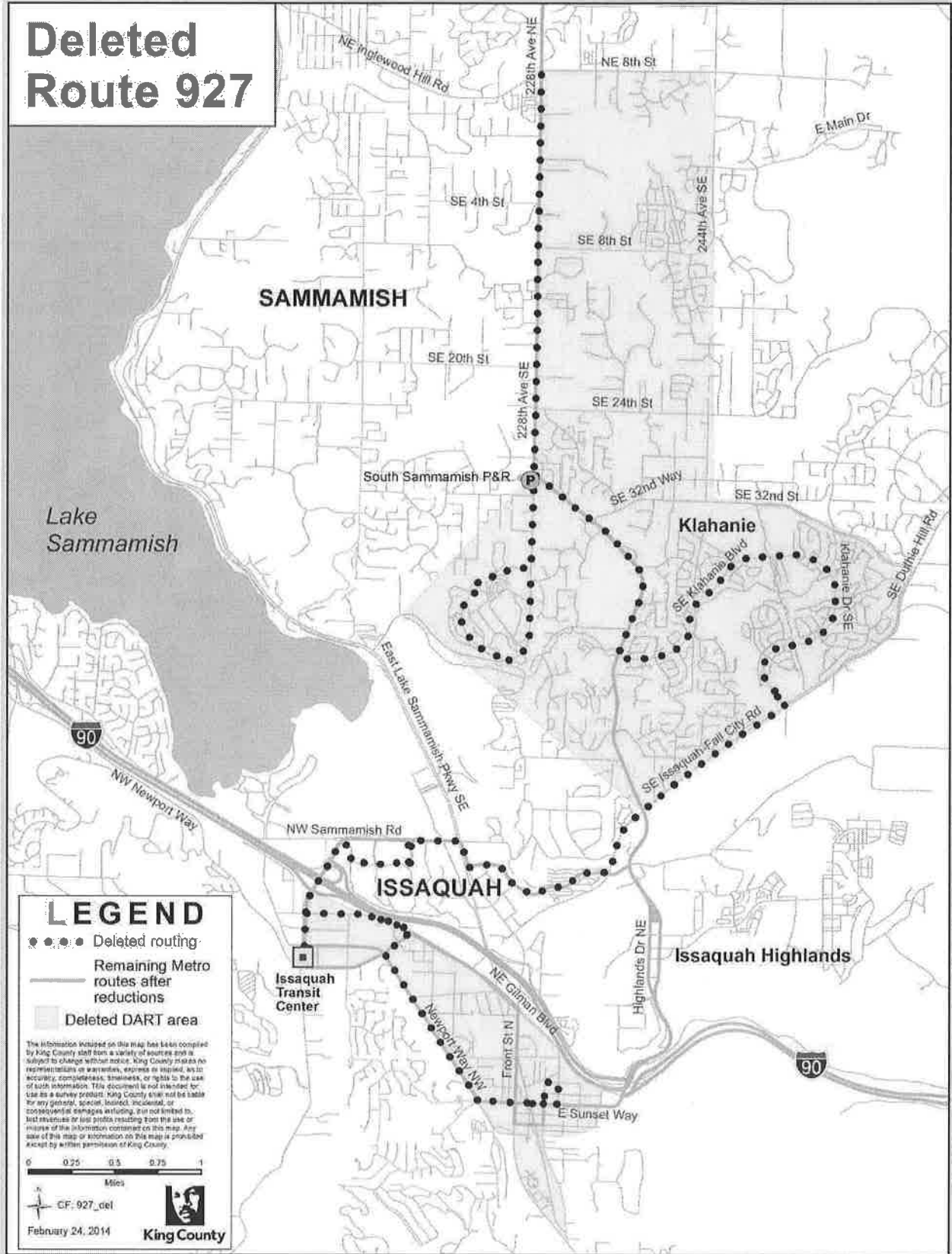
Sammamish, Issaquah

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



## LEGEND

- ● ● ● Deleted routing
- Remaining Metro routes after reductions
- Deleted DART area

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0 0.25 0.5 0.75 1  
Miles

CF: 927\_del

February 24, 2014

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.





## King County

### Dow Constantine

King County Executive  
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KING COUNTY COUNCIL

June 9, 2014

The Honorable Larry Phillips  
Chair, Metropolitan King County Council  
Room 1200  
COURTHOUSE

Dear Council Chair Phillips:

Today, I am vetoing Ordinance 2014-0210.2. It is the first veto I have issued since becoming King County Executive in 2009. This is not an action I take lightly. Over the nearly five years of my administration we have worked tirelessly and collaboratively with this Council to create solutions to the challenges facing the people of one of the nation's largest counties. One such challenge is the inadequate funding of transit service. Despite the outcome of Proposition 1 in April, we must keep working to secure a permanent, adequate, stable funding source to operate Metro Transit. Our people and our growing economy depend on it.

We must manage the State's largest transit agency responsibly. Ordinance 2014-0210.2 is not responsible. It violates the Comprehensive Financial Management Policies adopted unanimously by the Council less than two months ago. Specifically, it spends future revenue that does not exist, and it draws upon one-time revenue to fund ongoing operations. Further, it violates King County Metro's Council-adopted Strategic Plan by allocating service hours based on political considerations rather than data and established objective criteria. We've come far in our nationally recognized work to reform and modernize King County government and should not endanger this progress.

Specifically, this veto is based on the following:

**1. We Cannot Spend Money We Do Not Have.** Transit service levels must align with current known revenue. I will not support legislation passed by a bare majority vote that seeks to avoid this reality. We must have a balanced budget. Ordinance 2014-0210.2 ignores the need to reduce Metro expenditures consistent with currently anticipated revenue.

The Honorable Larry Phillips

June 9, 2014

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One of my main priorities as Executive has been to preserve our bus system despite the devastating effects of the Great Recession, during which Metro permanently lost \$1.2 billion against pre-recession projections. The Council has been my partner in seeking ways to preserve our Metro bus system through reform and tough cost-cutting measures that, since 2008, have helped save or raise \$800 million. We have:

- Adopted four fare increases in six years (with a fifth approved for 2015);
- Partnered with labor to eliminate the long-standing 3 percent COLA floor and obtained agreement for a zero COLA in 2011;
- Approved the two-year Congestion Reduction Charge, which we successfully sought from the State Legislature;
- Terminated the downtown Seattle Ride Free Zone;
- Eliminated more than 100 positions, mostly in administration;
- Hired outside professionals to audit Metro, and implemented their recommendations;
- Drawn down \$100 million in reserves, and delayed vehicle replacement;
- Brought transit employees fully into our money-saving Healthy Incentives healthcare program, for which King County is receiving the prestigious Innovations in American Government Award from Harvard University; and
- Established a program of continuous improvement and the use of Lean principles.

A responsible King County Council joined me in taking tough actions to keep Metro bus service on the street, even while our neighboring transit systems in Snohomish and Pierce Counties suffered a 37 percent reduction in service. We worked together to achieve meaningful reforms that will benefit the agency, and the public, through the discipline of continuous improvement, rather than resorting to such empty managerial platitudes as “budget-scrubbing” and “top-to-bottom” review. For this progress, we received recognition from the Municipal League of King County, which previously had been one of Metro’s toughest critics. Through it all, we hewed to the principle that the budget must balance and the transit system must be sustainable.

Recognizing that all the hundreds of millions of dollars in realized and ongoing savings generated through our reforms were still not enough to balance the budget and sustain the current level of service, the Council voted unanimously to send Proposition 1 to the ballot. Councilmembers, to a person, understood that revenues for transit, and indeed our entire transportation system, are wholly inadequate to the needs of a growing population and economy.

We can speculate that sales tax revenue might come in higher than projected. Or it might not. We can hope for a favorable outcome in labor negotiations or arbitration. But that is largely outside of our control. We can book savings from unspecified “efficiencies,” presumably beyond both the \$150 million of annual ongoing savings we have already created and the

additional savings achieved through our very real initiatives in continuous improvement and Lean. We can budget based on hope. Or we can budget based on reality.

This ordinance commits us to spending money that we do not know to exist. Our only responsible course is to match spending with the revenues we know exist today.

**2. We Should Not Spend One-Time Money For Ongoing Expenses.** This ordinance effectively results in delaying by four months the cuts proposed for the first quarter of 2015. Metro estimates this will result in an added cost of at least \$14 million. That is one-time money being used to sustain ongoing service. There is no additional revenue, one-time or ongoing, in this plan. If the ordinance assumes no new revenue, we should not continue to spend money on service that we cannot sustain. To do so only digs the hole deeper, impacting more riders and necessitating cuts to more productive investments.

Some have asked that Metro's reserve policies be reconsidered, to see if the agency could safely lower reserves to pay for service. Metro management believes that the current policies are the most prudent and are consistent with industry best practices. Reserve policy is a legitimate topic to discuss and debate. I have directed an outside, professional analysis to provide an objective review and recommend appropriate reserve levels for policymakers to consider.

But even if, after the audit, it appears safe for Metro to operate with thinner reserves, reserves are still one-time money. One-time money cannot sustain ongoing operations.

**3. Service Reductions Cannot Violate The Strategic Plan.** I do not support the Council majority's action to suspend the elimination of certain Dial-a-Ride (DART) services. In 2010, after a lengthy and successful regional process, I proposed and the Council unanimously passed a new transit strategic plan with service guidelines that base Metro service decisions on transparent and measureable data on ridership, productivity, social equity, and geographic value. The intent of our service guidelines was to make decisions based on established policy, objective criteria, and data, and expressly not based on politics. The DART routes proposed to be cut are of great value to the people who use them. But they were determined to be among the least productive routes according to the County's adopted service guidelines. There is a worthwhile conversation to be had about broadening the use of alternative transit services, such as DART, to mitigate the impacts of reduced fixed route bus service. However, such changes should be handled consistent with County Code requirements for amending our transit policies. Ordinance 2014-0210.2 violates the Transit Strategic Plan and service guidelines, and creates additional financial impacts that are not reconciled. This compromises the integrity of our regional planning process and sets a dangerous precedent.

I understand this veto creates uncertainty in the short term. Metro will need direction soon on the treatment and implementation of the proposed service reductions, especially the first round scheduled for this September. I ask the Council to keep working on an ordinance that



The Honorable Larry Phillips

June 9, 2014

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does not violate the principles I've laid out in this message. That is why I was encouraged to see the compromise proposal offered by four Councilmembers as an amendment today. I genuinely believe that approach allows us to continue gathering the information and monitor revenues that may eventually allow us to avoid some service reductions, but to do so in a manner that is financially sustainable and consistent with the Strategic Plan.

It is my hope that this veto will result in a better plan, one that a strong majority of the County Council will support. We have all worked very hard on reforms that have made King County Metro a better managed, more efficient, and fiscally responsible agency. We must keep moving this work forward. I look forward to our continued partnership to make that happen.

Sincerely,

A handwritten signature in black ink that reads "Dow Constantine". The signature is written in a cursive, flowing style.

Dow Constantine  
King County Executive

Enclosure

cc: King County Councilmembers  
ATTN: Michael Woywod, Chief of Staff  
Anne Noris, Clerk of the Council