**King County Metro**

Service Recovery Plan

 January 2023



Table of Contents

 Page

[Introduction 1](#_Toc122333501)

[Background 2](#_Toc122333502)

[Policies 5](#_Toc122333503)

[Approach to Service Recovery 8](#_Toc122333504)

[Conclusion 11](#_Toc122333505)

Attachments

 Page

[Attachment 1. September 2022 Route Status Summary. 12](#_Toc118792447)

[Attachment 2. Suspended Service Hours by Mobility Project Area 17](#_Toc118792448)

[Attachment 3. Map of Mobility Project Areas 18](#_Toc118792449)

# Introduction

The COVID-19 pandemic significantly impacted transit in King County and the region, and beyond. Metro implemented service suspensions in 2020, 2021 and 2022 under the emergency authority granted by King County Code (KCC) 28.94.020.2a to respond to rapidly changing ridership and workforce availability. The existing emergency declaration will expire at the beginning of the March 2023 service change. Given the magnitude of suspensions, limited operational capacity and the need to conduct planning and engagement to inform future service changes, it will not be possible for Metro to restore service to pre-COVID levels before the emergency declaration expires. The purpose of this Service Recovery Plan is to authorize continued suspensions and provide an outline of Metro’s plans for service recovery going forward.

Metro recognizes that public transit is at the heart of a successful recovery from the health and economic crises. Ridership continues to grow and the long-term need for sustainable, equitable, and safe transit service has not changed. This Service Recovery Plan outlines Metro’s plans for rethinking the transit network in partnership with communities, while restoring and growing service in the next several years; and authorizes continuation of some service suspension during this limited time period.

# Background

King County Metro is the largest public transportation agency in the Puget Sound region, providing a variety of mobility options, including fixed-route services (bus, rail, streetcar, and water taxi), contracted services (Dial-A-Ride Transit and Access paratransit service), and shared and connected services (Vanpool, Vanshare, Rideshare, and Community Access Transportation). This report focuses on Metro’s fixed-route bus and Dial-A-Ride Transit (DART) service, which carry the majority of Metro riders.

It is Metro’s view that the pandemic created shifts in travel demands and ridership that are likely to persist for many years. The transportation landscape has changed, and Metro is looking to improve services and better match the transit needs of the future, rather than focusing on pre-pandemic needs. This means bringing service back differently; leveraging the tremendous regional-scale light rail and bus rapid transit (BRT) expansion occurring in the next few years; and building a system in partnership with community.

## *Service*

1. In response to changes in ridership and operational capacity, in March and April 2020 Metro suspended service throughout the system and added service to provide needed capacity early in the pandemic. The composition of service suspensions changed throughout the pandemic as Metro reduced service in Fall 2020 due to the loss of revenue from the Seattle Transit Measure; implemented significant restorations in Fall 2021; and implemented three major service restructures: North Eastside in Spring 2020, Renton-Kent-Auburn in Fall 2020 and North Link Connections in Fall 2021. Service restorations and restructures were informed by Council-approved policies[[1]](#footnote-2) and community engagement processes and findings, including surveys that helped inform service restoration in Fall 2021. Restorations and changes also prioritized service using equity and sustainability considerations, focusing on restoring service where needs are greatest and where ridership remained high.
2. Due to capacity constraints, numerous routes across the system continue to operate with suspensions in place. Metro made additional suspensions in 2022 due to ongoing workforce challenges. Additional details on recent service changes are available in the 2020, 2021 and 2022 System Evaluation Reports. Attachment 1 provides the status of each route as of the September 2022 service change.

## *Ridership*

The onset of the pandemic in March 2020 had immediate, profound, and ongoing impacts on King County Metro. Just prior, in January and February 2020, Metro riders made over 400,000 daily trips every weekday. The early period of the pandemic saw a dramatic decline in ridership across all modes provided by King County Metro. More information about the Metro response to the pandemic in 2020-21 is available in Metro’s COVID-19 Response and Recovery Report[[2]](#footnote-3) and 2021 report update[[3]](#footnote-4). Yet even at the pandemic’s highest points, Metro riders made over 100,000 trips every weekday. Throughout the pandemic, people relied on Metro services to get them to work and meet their daily needs. Metro’s data shows that pandemic riders disproportionately came from south King County, where communities are lower-income and more racially diverse as compared to King County as a whole. Many all-day Metro routes, including most routes in south Seattle and south King County, continued to provide full service throughout 2020 to support these communities.

Ridership continues to recover and grow steadily across the system. Between the spring 2021 and spring 2022 service changes, average weekday ridership increased by 42 percent, a net increase of 64,000 daily boardings. Although ridership continues to rise, it has not yet recovered to pre-pandemic highs. As of November 2022, weekday ridership on Metro bus service was 52 percent of ridership in November 2019. November 2022 weekday ridership now averaged over 220,000 boardings per weekday. Average boardings by service change are shown in Table 1. Metro will continue to closely monitor ridership trends and encourage increased ridership.

Table 1: Average Boardings by Service Change

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Spring 2019** | **Spring 2020** | **Spring 2021** | **Spring 2022** |
| Avg Weekday Boardings | 441,593 | 123,098 | 149,918 | 214,102 |
| Avg. Saturday Boardings | 201,445 | 89,374 | 109,519 | 136,289 |
| Avg. Sunday Boardings | 159,100 | 73,615 | 87,468 | 111,705 |

The ridership patterns throughout the day have varied since the start of the pandemic. Ridership declined in the AM peak period from 121,000 in Spring 2019 to 23,000 in Spring 2020 and the PM peak period from 147,000 in Spring 2019 to 35,000 in Spring 2020, larger percent declines than in off-peak periods including weekends. Ridership changes by route also differed considerably by the type and location of the route. Routes with the smallest declines are generally frequent, all-day routes; routes serving south Seattle and south King County; and RapidRide routes[[4]](#footnote-5). Routes with the largest declines in ridership are peak-only and infrequent routes, and ridership remains low on peak-only routes that were restored in 2021.The level and types of ridership change suggests a need for Metro to engage with communities and stakeholders to rethink how Metro provides service in some areas and the balance of service provided across the day in many areas.

Looking at the number of rides per hour (productivity) shows a stronger recovery than total ridership because Metro is operating less service in Fall 2022 (about 90 percent) compared to 2019. For the Spring 2022 service change, rides per hour was 58 percent of 2019 levels compared to 50 percent for total ridership. Productivity in off-peak periods is higher relative to 2019 (62 percent for the mid-day period and 80 percent for night period) compared to peak period productivity (50 percent for AM peak period and 57 percent for PM peak period). However, many of the same routes that had high productivity before the pandemic continue to be the top performers​. Most of the routes with the top 10 highest productivity in Spring 2022 were also in the top 10 in Spring 2019. Appendix H in the 2022 System Evaluation report lists the productivity for each route in Spring 2022.

## *Operational Capacity*

As a result of increased attrition, retirement, and reassignment during the pandemic, the number of operators has declined significantly and remains about 20 percent lower than before the pandemic (2,517 operators in December 2022 versus 3,195 in February 2020). The proportion of hours paid as overtime in bus operations has also exceeded pre-pandemic levels (31 percent in 2022 versus 21 percent in 2019). As indicated in the Approach to Service Recovery section below, Metro needs to hire, train and retain more operators before service growth can occur. Metro’s plans for addressing capacity shortages are also described below.

## *Trip Delivery*

Trip delivery refers to the number of trips operated on any given day relative to the number identified in customer-facing timetables. Metro’s internally-established target for trip delivery is 99.7 percent. With the restoration of service in October 2021 and continued decline in operator counts, the percentage of trips delivered dropped below Metro’s target in March 2022 and remains below target, despite service reductions implemented in 2022. While trip delivery started to improve in September 2022, trip delivery remains below target at 97.8 percent as of October 2022, with 324,300 of 331,700 trips being delivered that month. In the near term, operator counts will need to increase in order to bring trip delivery rates closer to target prior to growing service.

# Policies

Service recovery will be guided by current policies, including Metro Connects[[5]](#footnote-6), the Strategic Plan for Public Transportation[[6]](#footnote-7) and Service Guidelines[[7]](#footnote-8). Relevant components of each are described below. These policies were updated in 2021 to better align with King County equity and sustainability goals. Aspects of these policies most relevant to service recovery and growth going forward are described below.

Current trends support the need for frequent, reliable, and all-day service as a near-term focus in service recovery, consistent with the long-term vision outlined in Metro Connects. While ridership remains lower than pre-pandemic, regional growth is continuing and the need for more transit service to support the region and provide sustainable transportation remains important. Metro will rely heavily on its values outlined in policy and engage with the community to shape service recovery proposals for King County Council consideration and adoption.

## *Metro Connects*

Metro Connects is Metro’s long-range plan and vision for bringing improved mobility services to King County over the next 30 years. Metro Connects envisions additional, frequent, reliable, and fast service—all day, every day—through an innovative regional and integrated mobility network. Metro Connects includes two networks: an interim network (targeted for delivery before Sound Transit’s Ballard Link extension) and a long-range 2050 network. These networks include the following types of service:

* RapidRide
* Frequent service
* Express service
* Local service
* Accessible transportation options
* Marine service (water taxi)

While the future networks are ambitious and not fully funded, they can and will serve as a guide for Metro’s service recovery.

## *Strategic Plan for Public Transportation*

Metro’s 2021-2031 Strategic Plan for Public Transportation, adopted by Ordinance 19367 articulates Metro’s mission and vision. It established 10 goals, along with objectives, outcomes, and strategies to achieve them; those most relevant to service recovery are described below.

* Goal: Invest upstream and where needs are greatest (INVESTMENTS)
	+ Objective: Invest in and measure the outcomes of services, programs, and improvements in geographic areas, at times of day, and within priority populations where there are unmet needs. Lead with racial justice.
		- Strategy: To support access to mobility, use a targeted universalism approach and lead with racial justice, prioritizing services, programs, policies, and products that are tailored to the needs of priority populations.
		- Strategy: Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
	+ Objective: Create and promote products, services, programs, and partnerships that are accessible and easy to use and understand
		- Strategy: Engage with communities to understand barriers to transit ridership.
		- Strategy: Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
* Goal: Address the climate crisis and environmental justice (SUSTAINABILITY)
	+ Objective: Reduce demand for single-occupant and high-emissions transportation modes and increase transit ridership.
		- Strategy: Prioritize investments that reduce greenhouse gas emissions (GHG), to include providing more frequent service and expanding service areas, as funding allows.
* Goal: Provide fast, reliable, and integrated mobility services (SERVICE QUALITY)
	+ Objective: Grow a regional, innovative, and integrated mobility network of traditional and new mobility services that is safe, equitable, and sustainable.
		- Strategy: Provide a range of mobility services that enable seamless connections among modes and destinations.
		- Strategy: Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
		- Strategy: Be flexible and responsive to changes in demand for service and community engagement.
* Goal: Be responsible stewards of financial resources and invest in line with values and goals.
	+ Objective: Budget and invest in ways that deliver Metro Connects safely, equitably, and sustainably.
		- Strategy: Use Metro’s Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.
* Goal: Conduct deliberate and transparent community engagement (ENGAGEMENT)
	+ Objective: Be open to shared decision-making and co-creation with community.
		- Strategy: Seek opportunities for co-creation and upstream engagement.
		- Strategy: Engage with communities that have the greatest needs.
		- Strategy: Value qualitative information, such as community feedback, in addition to quantitative data.
	+ Objective: Use community-driven approaches to develop, program, and evaluate mobility services and infrastructure that serve priority populations.
		- Strategy: Use best practices for making engagement inclusive, accessible, and community driven.
		- Strategy: Demonstrate how community input influences decisions.

## *Service Guidelines*

Adopted by Ordinance 19367, Metro’s Service Guidelines establish criteria and processes that Metro uses to analyze and plan changes to the transit system. The guidelines align with Metro’s mission, vision, and goals, as outlined in its Strategic Plan, and help Metro grow toward the networks in Metro Connects. The guidelines are divided into three sections: evaluating existing services; adding, reducing and restructuring service; and planning and developing service. Guidelines most relevant to service recovery are described below.

* **Evaluating Existing Service**
	+ Metro measures ridership and productivity to identify services where performance is strong or weak, and to determine if routes are candidates for addition, reduction, or restructuring for each service family.
* **Adding, reducing and restructuring service**
	+ Metro identifies target service levels for individual routes based on land use, equity and geographic value factors. Investments in service growth are prioritized based on these same factors.
	+ Service reduction candidates are identified primarily based on productivity and equity factors.
	+ Service restructures, or service redesigns, are projects that make coordinated changes to multiple routes and services within a large area and may result in the modification, addition, and deletion of services.
* **Planning and Designing Service**
	+ Metro uses identified service design guidelines to develop transit routes and services.
	+ Metro may participate in a variety of different partnerships, including service partnerships, which are subject to Metro’s capacity to develop and deliver services.
	+ Metro designs and implements planning and engagement processes with the public and stakeholders, including jurisdictional partners, partner agencies, and community-based organizations.

# Approach to Service Recovery

Metro will work with community and use policies to bring back hours in ways that meet emerging ridership needs and build towards the Metro Connects vision of frequent, reliable, and all-day service. Metro will use service restructure projects as the primary means for reshaping service and reinvesting suspended hours back into the system. Metro does not plan to restore all suspended hours to the system in the same routes and times that they were removed. Instead, Metro will work with community and use policies to bring back hours in ways that meet emerging ridership needs and build towards the Metro Connects vision. To the extent that restoration of suspended service in the same routes and times is consistent with community feedback and polices, Metro may do so as part of a restructure or separately.

Service restructures, also referred to as service redesigns or mobility projects, result in coordinated changes to multiple routes and services within a large area. These restructures include significant community engagement and are consistent with service design criteria identified in Metro’s Service Guidelines and other policies noted in the Policies section of this document. The Service Guidelines identify reasons why Metro may restructure service, including expansion of light rail and bus rapid transit service. With significant expansion of light rail and bus rapid transit planned in the coming years, King County Metro will have an opportunity to reshape the system thoughtfully and with new information learned during the pandemic.

As noted in the Background section, Metro implemented three restructures during the COVID-19 pandemic, including:

* North Eastside Mobility Project – March 2020
* Renton, Kent Auburn Mobility Project – September 2020
* North Link Mobility Project – October 2021

Metro will be pursuing five additional restructures in the coming years associated with the expansion of Link Light Rail, Metro RapidRide and Sound Transit STride, as listed below.

* Lynnwood Link Connections project
* RapidRide G Line
* East Link Connections project
* South Link Connections project
* I-405 STride Integration project

Metro will also pursue a new mobility project to consider service recovery options in portions of Seattle and Vashon Island not included within the scope of the other projects noted above. All fully or partially suspended routes are included within the scope of one of these projects. Metro has and will continue to leverage these projects as the primary means to inform service recovery within the associated areas shown in Attachment 3. Metro will work with the community and stakeholders to determine how suspended resources will be invested within applicable project areas as part of these mobility projects. A map showing project areas is included as Attachment 3.

Each mobility project budget will include currently operating service, suspended service and partner-funded service associated with each project. Each project will include in-depth planning and engagement to develop a proposal for how to invest these resources going forward. Proposals may include full or partial restoration of suspended service but may also include discontinuation of suspended service and reinvestment of associated resources. Proposals will be subject to adoption by the King County Council through a service change ordinance.

The timeline for implementing changes will be limited by two key factors: operational capacity, and the timing of associated partner projects. Each of these factors is discussed below.

Operational capacity

As noted above, Metro’s operational capacity has diminished in recent years due to staff shortages and other limitations. Metro is employing a multi-part strategy to address these issues, including:

* **Maintaining continuous hiring and training.** Metro is running part-time bus operator classes nearly every two weeks and so far is having success filling all classes. Metro has run several full-time operator classes since the spring which also supports more service. Metro is promoting hiring with social media and advertising.
* **Conducting external full-time hiring.** Full-time operators are typically hired from the part-time operator ranks, but Metro will soon begin hiring qualified applicants from outside. External full-time hiring, with folks who already have a commercial driver license (CDL), requires a shorter training period, and will also be more attractive to applicants.
* **Improving graduation rates.** Operator trainee graduation rates have been lower in recent years, and Metro is looking at ways to increase success in graduating operators from training. This includes adding time to get familiar with the buses; adding extra classroom time to go over portions of training with higher failure rates; adding time focused on state licensing; having trainers available seven days a week; using video for pre-trip training; and piloting a virtual reality training module for the CDL test.
* **Examining leave management.** Metro has generous leave provisions, and at any one time, 10 percent of staff may be out on leave. Day-to-day unplanned absences impact Metro’s ability to deliver service.
* **Partnering with Labor.** Metro and its labor partners are working on potential changes to better match existing and future workforce with the transit service that riders need.

While the strategies listed above are expected to have a positive impact, how quickly these steps will impact Metro’s ability to stabilize and grow service is not known. Metro will be preparing for mobility projects to be implemented in phases if needed, as operational capacity increases gradually over time.

If further service suspensions are needed, they will be identified and implemented based on equity and productivity factors, consistent with the reduction prioritization criteria identified on in the Service Guidelines[[8]](#footnote-9).

Timing of Partner Projects

Many of the upcoming mobility projects are associated with expansion of Sound Transit Link light rail or STride Bus Rapid Transit service. King County Metro works in partnership with Sound Transit to plan and deliver a regional network of mobility services and will be making changes to connect Metro service with Link and STride service as it expands throughout King County.

Metro plans to implement bus network changes following the openings of each new Sound Transit project. This includes proposing changes to the King County Council and preparing service change legislation well in advance of planned openings. As timelines for opening of new expansions become clear, Metro may adjust the scale of changes based on available workforce and may phase changes in over multiple service changes if needed to address operational capacity limitations.

# Conclusion

Metro implemented service suspensions during the COVID-19 pandemic in response to rapidly changing ridership and workforce availability. While some service was restored, some service remains suspended. This Service Recovery plan authorizes continued suspensions and provides an outline of Metro’s plans for service recovery going forward. Service restructure projects will be the primary means for reshaping service and reinvesting suspended hours back into the system. These projects will be informed by newly adopted policies, community and stakeholder engagement and emerging ridership needs.

Attachment 1. September 2022 Route Status Summary

| **Route** | **Frequency** | **Peak/All-Day** | **Sept 22 Status** | **Opportunity Score[[9]](#footnote-10)** | **Remaining Suspensions and Reductions[[10]](#footnote-11)** | **Council Action Required[[11]](#footnote-12)** |
| --- | --- | --- | --- | --- | --- | --- |
| 1 | Frequent | All Day | Active | 3 | -1,104 | No |
| 2 | Combined Frequent | All Day | Active | 2 | -3,084 | No |
| 3 | Combined Frequent | All Day | Active | 3 | -4,743 | No |
| 4 | Combined Frequent | All Day | Active | 2 | -3,098 | No |
| 5 | Frequent | All Day | Active | 3 | -17,826 | Yes |
| 7 | Frequent | All Day | Active | 4 | -1,437 | No |
| 8 | Frequent | All Day | Active | 2 | -7,336 | No |
| 9 | Not Frequent | Peak Only | Active | 4 | -5,049 | Yes |
| 10 | Frequent | All Day | Active | 1 | -8,416 | No |
| 11 | Not Frequent | All Day | Active | 1 | -5,810 | No |
| 12 | Frequent | All Day | Active | 1 | -4,899 | No |
| 13 | Not Frequent | All Day | Active | 2 | -562 | No |
| 14 | Frequent | All Day | Active | 4 | -1,354 | No |
| 15 | Not Frequent | Peak Only | Active | 2 | -4,054 | Yes |
| 16 | Not Frequent | Peak Only | New | 3 | -7,667 | Yes |
| 17 | Not Frequent | Peak Only | Active | 2 | -2,579 | Yes |
| 18 | Not Frequent | Peak Only | Active | 2 | -2,172 | Yes |
| 19 | Not Frequent | Peak Only | Suspended | 0 | -3,399 | Yes |
| 20 | Frequent | All Day | New | 3 | 0 | No |
| 21 | Not Frequent | All Day | Active | 3 | -9,459 | No |
| 22 | Not Frequent | All Day | Active | 1 | -120 | Yes |
| 24 | Combined Frequent | All Day | Active | 2 | -2,726 | No |
| 27 | Not Frequent | All Day | Active | 3 | -2,018 | No |
| 28 | Not Frequent | All Day | Active | 2 | -9,097 | Yes |
| 29 | Not Frequent | Peak Only | Active | 2 | -6,770 | Yes |
| 31 | Combined Frequent | All Day | Active | 2 | -1,723 | No |
| 32 | Combined Frequent | All Day | Active | 2 | -2,809 | No |
| 33 | Combined Frequent | All Day | Active | 2 | -4,538 | No |
| 36 | Frequent | All Day | Active | 5 | -250 | No |
| 37 | Not Frequent | Peak Only | Suspended | 0 | -1,053 | Yes |
| 40 | Frequent | All Day | Active | 2 | -34,097 | No |
| 43 | Not Frequent | All Day | Active | 3 | -2,135 | Yes |
| 44 | Frequent | All Day | Active | 3 | -9,711 | No |
| 45 | Frequent | All Day | Active | 4 | -4,601 | No |
| 47 | Not Frequent | All Day | Suspended | 0 | -7,367 | Yes |
| 48 | Frequent | All Day | Active | 4 | -16,054 | Yes |
| 49 | Frequent | All Day | Active | 4 | -13,682 | No |
| 50 | Combined Frequent | All Day | Active | 3 | -8,869 | No |
| 55 | Not Frequent | Peak Only | Active | 2 | -5,465 | Yes |
| 56 | Not Frequent | Peak Only | Active | 1 | -2,491 | Yes |
| 57 | Not Frequent | Peak Only | Active | 1 | -727 | No |
| 60 | Frequent | All Day | Active | 5 | -651 | No |
| 62 | Frequent | All Day | Active | 2 | -2,264 | No |
| 64 | Not Frequent | Peak Only | Active | 1 | -5,026 | Yes |
| 65 | Frequent | All Day | Active | 1 | -12,350 | No |
| 67 | Frequent | All Day | Active | 3 | -11,538 | Yes |
| 70 | Frequent | All Day | Active | 3 | -6,779 | No |
| 73 | Not Frequent | All Day | Active | 4 | -1,533 | No |
| 75 | Frequent | All Day | Active | 3 | -517 | No |
| 79 | Not Frequent | All Day | New | 3 | -1,981 | No |
| 101 | Frequent | All Day | Active | 3 | -3,672 | No |
| 102 | Not Frequent | Peak Only | Active | 3 | -2,337 | Yes |
| 105 | Not Frequent | All Day | Active | 5 | 0 | No |
| 106 | Frequent | All Day | Active | 5 | -2,210 | No |
| 107 | Not Frequent | All Day | Active | 5 | -1,828 | No |
| 111 | Not Frequent | Peak Only | Active | 4 | -2,040 | Yes |
| 113 | Not Frequent | Peak Only | Active | 4 | -493 | No |
| 114 | Not Frequent | Peak Only | Active | 5 | -3,255 | Yes |
| 116 | Not Frequent | Peak Only | Suspended | 0 | -5,775 | Yes |
| 118 | Not Frequent | All Day | Suspended | 1 | -4,284 | Yes |
| 119 | Not Frequent | All Day | Active | 1 | -2,040 | Yes |
| 120 | Frequent | All Day | Active | 5 | -4,790 | No |
| 121 | Not Frequent | Peak Only | Active | 1 | -10,094 | Yes |
| 122 | Not Frequent | Peak Only | Suspended | 0 | -7,522 | Yes |
| 123 | Not Frequent | Peak Only | Suspended | 0 | -3,387 | Yes |
| 124 | Not Frequent | All Day | Active | 4 | 0 | No |
| 125 | Not Frequent | All Day | Active | 3 | -2,885 | No |
| 128 | Not Frequent | All Day | Active | 5 | 0 | No |
| 131 | Combined Frequent | All Day | Active | 4 | -1,815 | No |
| 132 | Combined Frequent | All Day | Active | 5 | 0 | No |
| 143 | Not Frequent | Peak Only | Suspended | 0 | -9,044 | Yes |
| 148 | Not Frequent | All Day | Active | 4 | 0 | No |
| 150 | Frequent | All Day | Active | 4 | 0 | No |
| 153 | Not Frequent | All Day | Active | 3 | 0 | No |
| 154 | Not Frequent | Peak Only | Suspended | 0 | -2,184 | Yes |
| 156 | Not Frequent | All Day | Active | 5 | 0 | No |
| 157 | Not Frequent | Peak Only | Suspended | 0 | -4,237 | Yes |
| 160 | Frequent | All Day | Active | 5 | 0 | No |
| 161 | Not Frequent | All Day | Active | 5 | 0 | No |
| 162 | Not Frequent | Peak Only | Active | 5 | -2,350 | Yes |
| 165 | Not Frequent | All Day | Active | 5 | 0 | No |
| 167 | Not Frequent | Peak Only | Active | 3 | -102 | No |
| 168 | Combined Frequent | All Day | Active | 5 | 0 | No |
| 177 | Not Frequent | Peak Only | Active | 3 | -5,130 | Yes |
| 178 | Not Frequent | Peak Only | Suspended | 0 | -8,751 | Yes |
| 179 | Not Frequent | Peak Only | Suspended | 0 | -11,190 | Yes |
| 181 | Not Frequent | All Day | Active | 5 | 0 | No |
| 182 | Not Frequent | All Day | Active | 5 | 0 | No |
| 183 | Not Frequent | All Day | Active | 5 | 0 | No |
| 184 | Not Frequent | All Day | Active | 5 | 0 | No |
| 187 | Not Frequent | All Day | Active | 3 | 0 | No |
| 190 | Not Frequent | Peak Only | Active | 5 | -4,288 | Yes |
| 193 | Not Frequent | Peak Only | Active | 5 | 0 | No |
| 197 | Not Frequent | Peak Only | Suspended | 0 | -10,310 | Yes |
| 200 | Not Frequent | All Day | Suspended | 0 | -3,463 | Yes |
| 204 | Not Frequent | All Day | Active | 1 | -1,237 | Yes |
| 208 | Not Frequent | All Day | Active | 1 | -825 | No |
| 212 | Not Frequent | Peak Only | Active | 4 | -12,248 | Yes |
| 214 | Not Frequent | Peak Only | Active | 2 | -8,640 | Yes |
| 216 | Not Frequent | Peak Only | Active | 2 | -3,540 | Yes |
| 217 | Not Frequent | Peak Only | Active | 3 | 0 | No |
| 218 | Not Frequent | Peak Only | Active | 4 | -7,327 | Yes |
| 219 | Not Frequent | Peak Only | Suspended | 0 | -9,108 | Yes |
| 221 | Not Frequent | All Day | Active | 3 | -1,776 | No |
| 224 | Not Frequent | All Day | Active | 3 | 0 | No |
| 225 | Not Frequent | All Day | Active | 4 | 0 | No |
| 226 | Not Frequent | All Day | Active | 4 | -1,096 | No |
| 230 | Combined Frequent | All Day | Active | 2 | 0 | No |
| 231 | Combined Frequent | All Day | Active | 2 | -574 | No |
| 232 | Not Frequent | Peak Only | Active | 2 | -2,027 | Yes |
| 237 | Not Frequent | Peak Only | Active | 1 | -106 | No |
| 239 | Not Frequent | All Day | Active | 4 | 0 | No |
| 240 | Not Frequent | All Day | Active | 5 | -3,846 | No |
| 241 | Not Frequent | All Day | Active | 5 | -37 | No |
| 245 | Frequent | All Day | Active | 4 | -3,035 | No |
| 246 | Not Frequent | All Day | Active | 4 | -230 | No |
| 249 | Not Frequent | All Day | Active | 2 | -1,070 | No |
| 250 | Frequent | All Day | Active | 2 | -1,479 | No |
| 252 | Not Frequent | Peak Only | Suspended | 0 | -7,569 | Yes |
| 255 | Frequent | All Day | Active | 1 | -5,104 | No |
| 257 | Not Frequent | Peak Only | Active | 2 | -1,734 | Yes |
| 268 | Not Frequent | Peak Only | Active | 2 | -778 | Yes |
| 269 | Not Frequent | All Day | Active | 2 | -4,399 | No |
| 271 | Combined Frequent | All Day | Active | 1 | -8,436 | No |
| 301 | Not Frequent | Peak Only | Active | 5 | -4,896 | Yes |
| 302 | Not Frequent | Peak Only | New | 3 | 0 | No |
| 303 | Not Frequent | Peak Only | Active | 4 | -4,135 | Yes |
| 304 | Not Frequent | Peak Only | Active | 2 | -1,713 | Yes |
| 311 | Not Frequent | Peak Only | Active | 2 | -7,952 | Yes |
| 320 | Not Frequent | Peak Only | New | 4 | -10,317 | Yes |
| 322 | Not Frequent | All Day | New | 3 | -9,939 | Yes |
| 330 | Not Frequent | All Day | Active | 1 | 0 | No |
| 331 | Not Frequent | All Day | Active | 3 | 0 | No |
| 342 | Not Frequent | Peak Only | Active | 4 | -170 | No |
| 345 | Combined Frequent | All Day | Active | 1 | -745 | Yes |
| 346 | Combined Frequent | All Day | Active | 2 | -382 | No |
| 347 | Combined Frequent | All Day | Active | 3 | -417 | No |
| 348 | Combined Frequent | All Day | Active | 3 | -727 | No |
| 372 | Frequent | All Day | Active | 4 | -2,518 | No |
| 630 | Not Frequent | Peak Only | Active | 2 | -1,700 | Yes |
| 631 | Not Frequent | All Day | Active | 1 | 0 | No |
| 635 | Not Frequent | All Day | Active | 1 | 0 | Yes |
| 671 | Frequent | All Day | Active | 5 | 0 | No |
| 672 | Frequent | All Day | Active | 4 | 0 | No |
| 673 | Frequent | All Day | Active | 1 | -16,235 | No |
| 674 | Frequent | All Day | Active | 2 | -5,466 | No |
| 675 | Frequent | All Day | Active | 4 | -7,237 | No |
| 676 | Frequent | All Day | Active | 5 | 0 | No |
| 901 | Not Frequent | All Day | Active | 5 | -2,295 | No |
| 903 | Not Frequent | All Day | Active | 4 | -2,295 | No |
| 906 | Not Frequent | All Day | Active | 3 | -5,776 | No |
| 907 | Not Frequent | All Day | Active | 2 | 0 | No |
| 914 | Not Frequent | All Day | Active | 5 | -1,675 | Yes |
| 915 | Not Frequent | All Day | Active | 1 | -307 | Yes |
| 917 | Not Frequent | All Day | Active | 5 | 0 | No |
| 930 | Not Frequent | Peak Only | Active | 5 | 0 | No |
| 931 | Not Frequent | Peak Only | Suspended | 0 | -7,182 | Yes |

Attachment 2. Suspended Service Hours by Mobility Project Area

Hours on suspended routes would be reinvested within project areas, according to Metro policies and engagement feedback.

|  |  |  |  |
| --- | --- | --- | --- |
| **Project**     | **Routes** **with Suspensions**   | **Engagement Status**   | **Suspended Hours**   |
| 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     | Metro process complete; Council approval pending  | 106,000   |
| Lynnwood Link     | 16X, 28X, 45, 64X, 65, 67, 75, 301, 303, 304, 320, 322, 346, 347, 348, 372X    | In Progress   | 57,000   |
| South Link     | 121, 122, 123, 154, 157, 162, 177, 178, 179, 190, 197, 901, 903     | Not started   | 74,000   |
| STride     | 101, 102, 143     | Not started   | 15,000   |
| Madison (G Line)  | 8, 11, 12, 47 | Not Started  | 2,000  |
| **Service Recovery Mobility Project**   | Not started   | 91,000   |
| Central Seattle  | 3, 4, 7, 9X, 11, 12, 27, 40, 47     |  |  |
| 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     |  |  |
| **TOTAL**   |    |    | 345,000   |

Attachment 3. Map of Mobility Project Areas



1. Updates to the Service Guidelines, Strategic Plan for Public Transportation and Metro Connects were approved by Ordinance 19367. [↑](#footnote-ref-2)
2. King County Metro Transit, COVID-19 Response and Recovery Report, <https://kingcounty.gov/~/media/depts/metro/schedules/ready-when-you-are/metro-covid-recovery-report.pdf> [↑](#footnote-ref-3)
3. King County Metro Transit, COVID-19 Response and Recovery Report Progress Update – March 2021, <https://kingcounty.gov/~/media/depts/metro/schedules/ready-when-you-are/metro-covid-recovery-report-update-march-2021.pdf> [↑](#footnote-ref-4)
4. Content in this section is largely derived from the 2022 System Evaluation Report, which includes additional details. [King County - File # 2022-0437](https://mkcclegisearch.kingcounty.gov/LegislationDetail.aspx?ID=5900395&GUID=7474D802-AB08-4E02-95B6-27BA5600910F) [↑](#footnote-ref-5)
5. King County Metro Transit, King County Metro Long-Range Plan: Metro Connects, November 17, 2021, <https://kingcounty.gov/depts/transportation/metro/about/policies.aspx>. [↑](#footnote-ref-6)
6. King County Metro Transit, King County Metro Strategic Plan for Public Transportation, 2021-2031, November 17, 2021, <https://kingcounty.gov/depts/transportation/metro/about/policies.aspx>. [↑](#footnote-ref-7)
7. King County Metro Transit, King County Metro Service Guidelines, November 17, 2021, <https://kingcounty.gov/depts/transportation/metro/about/policies.aspx>. [↑](#footnote-ref-8)
8. Pages 16-18 [↑](#footnote-ref-9)
9. Opportunity Scores are a quintile ranking based on the percentage of stops along a route that serve block groups with an equity priority area score of five. Equity priority area scores use demographic information for the census block groups in which each bus stop is located. Equity priority areas are defined as areas with a high proportion of priority populations as defined in the Mobility Framework, which include measures of communities of color, low or no income population, disabled population, foreign born population, and population with limited English proficiency. [↑](#footnote-ref-10)
10. Approximately 226,000 hours were reduced in coordination with the City of Seattle to reflect lower funding for ongoing service. These hours are not available for reinvestment. [↑](#footnote-ref-11)
11. The table notes that Council action would be required for routes where the absolute change in hours exceeds 25% compared to pre-pandemic or approved service levels.   King County Code Section 28.94.020 authorizes Metro to implement changes in service that affect the service hours for a route by twenty-five percent or less. [↑](#footnote-ref-12)