

Pierce Transit

# Title VI Service Equity Analysis

Pursuant to FTA Circular 4702.1B

September 2013 Service Change

February 2013

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# PIERCE TRANSIT TITLE VI SERVICE EQUITY ANALYSIS

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# PIERCE TRANSIT TITLE VI SERVICE EQUITY ANALYSIS

## 1 INTRODUCTION

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. This analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B, which requires any FTA recipient serving a population of 200,000 or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact. This document is an analysis of Pierce Transit's planned service reductions, which, by September 2013, will reduce bus service by approximately 28%.

## 2 BACKGROUND

The agency has experienced a significant loss of revenue since the start of the recession in 2008. Approximately 70% of Pierce Transit's revenue comes from local sales tax. Even with cuts in overhead, reduced management, cuts in service to the public, and a reduction in service area, it doesn't make up for the lost revenue. Pierce Transit is funding the difference with reserve funds; those funds will run out in 2013.

Proposition 1 in November 2012 would have provided additional sales tax revenue for the agency, which would have provided additional funding for local bus services. But due to the loss of Proposition 1, Pierce Transit is now in the unfortunate situation of planning service reductions. These cuts are scheduled to occur in September 2013. Routes and schedules are based on an extensive system reduction project, robust public outreach since 2009, public communication associated with Proposition 1, and direction from Pierce Transit's Board of Commissioners. This will be a significant transition for Pierce Transit. The agency will continue to look for efficiencies and ways to reduce administrative costs so there will be as much service on the street as possible. Our top priority is to be the best smaller system possible for our customers.

## 2.1 September 2013 Service Change

Pierce Transit currently operates at 417,000 annual service hours. Once the service reduction plan is implemented in September 2013, Pierce Transit will operate approximately 300,000 annual service hours.

The September change focuses on reduction of headways and reduced span of service. Service on some routes will be eliminated on weekends. Staff utilized data on ridership by trip and time of day in order to identify low performing trips. One route, the Route 62 serving Northeast Tacoma, is planned for elimination with this service reduction due to low utilization. Appendix 1 shows a map of Pierce Transit's current system. Appendix 2 provides a route by route narrative of the changes to each route in the system.

The draft plan for the September 2013 service change eliminated all weekend and holiday service. During early public outreach, the prevailing public sentiment was that weekend service was important for their jobs and lives. With elimination of some capital projects and other cost savings, Pierce Transit was able to retain service on weekends on some Saturday and Sunday routes, with limited span and frequency. Span of service on higher frequency routes was kept as long as possible on weekends to serve those routes that have the highest ridership at the early and late hours of the day.

In order to reduce service hours and maintain service to a large service area, increasing headways across the system is a necessary change. All riders will be impacted when headways are increased. Increasing headways provides service with less frequency and thus less convenience. The important fact is that riders who rely on our system will be inconvenienced by increased headways but will at least continue to have service on those routes. With the focus on ridership and efficiency for the September 2013 service change, PT was able to preserve headways during peak commute times and some mid-day service for higher ridership routes.

### 3 TITLE VI POLICIES & DEFINITIONS

Pierce Transit's Board of Commissioners adopted three new policies in February 2013 related to Title VI that guide this analysis: Major Service Change Policy; Disparate Impact Policy; and Disproportionate Burden Policy. The requirement for these policies comes from Federal Transit Administration (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" which became effective October 1, 2012. The Circular requires any FTA recipient that operates 50 or more fixed route vehicles in peak service and serving a population of 200,000 persons or greater to evaluate any fare change and any major service change at the planning and programming stages to determine whether those changes have a discriminatory impact.

#### 3.1 PIERCE TRANSIT MAJOR SERVICE CHANGE POLICY

The purpose of this policy is to establish a threshold that defines a major service change and to define an adverse effect caused by a major service change.

A major service change is defined as any change in service on any individual route that would add or eliminate more than twenty percent of the route revenue miles or twenty percent of the route revenue hours. All major service changes will be subject to an equity analysis which includes an analysis of adverse effects on minority and low-income populations.

An adverse effect is defined as a geographical or time-based reduction in service which includes but is not limited to: span of service changes, frequency changes, route segment elimination, re-routing, or route elimination.

#### 3.2 PIERCE TRANSIT DISPARATE IMPACT POLICY

The purpose of this policy is to establish a threshold which identifies when adverse effects of a major service change or any fare change are borne disproportionately by minority populations.

A disparate impact occurs when the minority population<sup>1</sup> adversely affected by a fare or service change is ten percent more than the average minority population of Pierce Transit's service area.

Disparate impacts on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disparate impacts on routes with segment elimination, re-routing, or route elimination will be determined on a route by route basis.

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<sup>1</sup> **Minority Population** – Persons identifying themselves as a race other than white or of Hispanic origin, self-reported in the U.S. Census.

If Pierce Transit finds a potential disparate impact, the agency will take steps to avoid, minimize or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Pierce Transit chooses not to alter the proposed changes, the agency may implement the service or fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority population and would still accomplish the agency's legitimate program goals.

### **3.3 PIERCE TRANSIT DISPROPORTIONATE BURDEN POLICY**

The purpose of this policy is to establish a threshold which identifies when the adverse effects of a major service change or any fare change are borne disproportionately by low-income<sup>2</sup> populations.

A disproportionate burden occurs when the low-income population adversely affected by a fare or service change is five percent more than the average low-income population of Pierce Transit's service area.

Disproportionate burden on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disproportionate burden on routes with segment elimination, re-routing, or route elimination will be determined on a route by route basis.

If Pierce Transit finds a potential disproportionate burden, the agency will take steps to avoid, minimize or mitigate impacts and then reanalyze the modified service plan to determine whether the impacts were removed. If Pierce Transit chooses not to alter the proposed changes, the agency may implement the service or fare change if there is substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on low-income population and would still accomplish the agency's legitimate program goals.

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<sup>2</sup> **Low-Income Population** – Persons reporting as being under the federal household poverty limit as defined by the U.S. Department of Health and Human Services.

## 4 METHODOLOGY

Pierce Transit staff first calculated which routes were planned to be reduced by 20% or more in revenue hours or revenue miles and thus are subject to the Title VI Equity Analysis. Pierce Transit staff then identified the minority and low-income population living within ¼ mile of each route in the system and within the entire service area. GIS mapping and 2010 Census data were used at the census block level for minority data. American Community Survey 2007-2011 data by census tract was used for low-income data<sup>3</sup>. A ¼ mile buffer was placed around each route to designate the route access range, the population of each tract or block within or touching that buffer was calculated, then the percentages of minority and low-income populations of those tracts/blocks were calculated.

Pierce Transit analyzed frequency changes and span of service changes in an aggregate, system-wide manner, as established in the Major Service Change Policy (Section 3.1). The population data (including the minority and low income data) for all routes with these time-based changes was calculated for all routes together. The only route planned for elimination was analyzed individually to determine whether there were adverse impacts to minority or low income populations along that specific route. The detailed data of hours and miles by route is included in Appendix 3. The equity analysis is provided below in Section 5.

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<sup>3</sup> Pierce Transit's 2010 Customer Survey provides information about our riders' race and income, but does not provide statistically significant data on ridership by route, so Census Data was used to analyze the population along Pierce Transit's routes.

## 5 EFFECTS OF PROPOSED SERVICE CHANGES ON MINORITY AND LOW INCOME POPULATIONS

### 5.1 System-Wide Effects

Pierce Transit currently operates 37 routes and provides 411,000 annual revenue hours and 3.5 million revenue miles. The September 2013 service change will result in an approximate 26% reduction in revenue hours, and a 28.5% reduction in revenue miles. Table 5-1 below shows the percent reduction in hours and miles by route. The shaded cells show the routes that have a 20% or greater reduction (a "major service change") and so are included in this equity analysis. Of the 37 routes, one will be eliminated and 22 will have a 20% or greater reduction.

TABLE 5-1 Percent Reduction in Hours and Miles, by Route

Route No.	1	2	3	10	11	13	14	16	28	41	42	45	48	51	52	53	54	55	56	57	62	100	102	202	204	206	212	214	300	400	402	409	410	495	497	500	501	System
% Reduction in Hours	-21	-22	-5	-8	-36	-36	-42	-21	-16	-23	-27	-11	-16	-41	-11	-19	-29	-7	-15	-51	-100	-51	0	-17	-11	-40	-28	-52	-52	-37	-27	-32	-31	0	0	5%	-78	-26
% Reduction in Miles	-24	-23	-7	-8	-39	-35	-42	-24	-16	-21	-72	-12	-17	-40	-11	-20	-30	-7	-16	-52	-100	-52	0	-17	-11	-41	-29	-51	-52	-52	-27	-33	-27	0	0	6	-77	-28.5

The following maps (Figure 5-1) show all of Pierce Transit's routes overlaid on the census blocks with the minority population (left, in orange) and on the census tracts with low income population (right, in blue). Routes that are subject to a 20% or greater change in miles or hours are shown in red (with ¼ mile buffer shown) and the routes that are subject to a less than 20% change are shown in green. The maps also show that the majority of Pierce Transit's routes are concentrated in the higher proportion minority and low income areas.

Table 5-2 below shows a summary of the impacts of the time-based service changes and the route elimination on minority and low income populations in the Pierce Transit service area.

Figure 5-1 Pierce Transit Route Maps on Minority and Low Income Census Blocks/Tracts

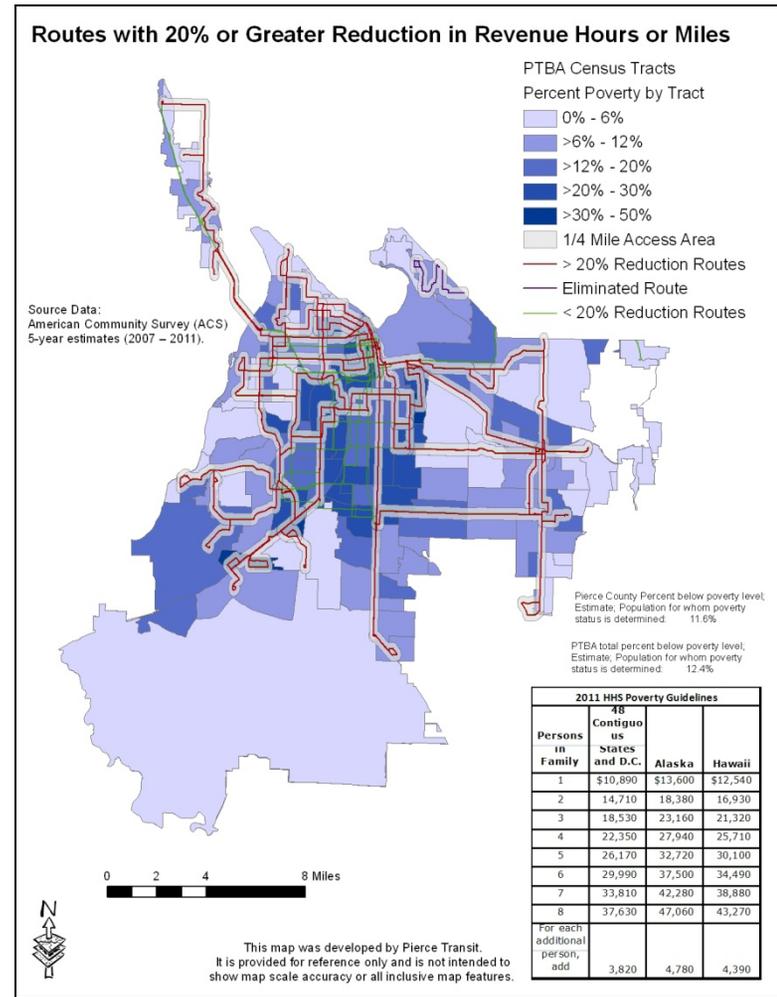
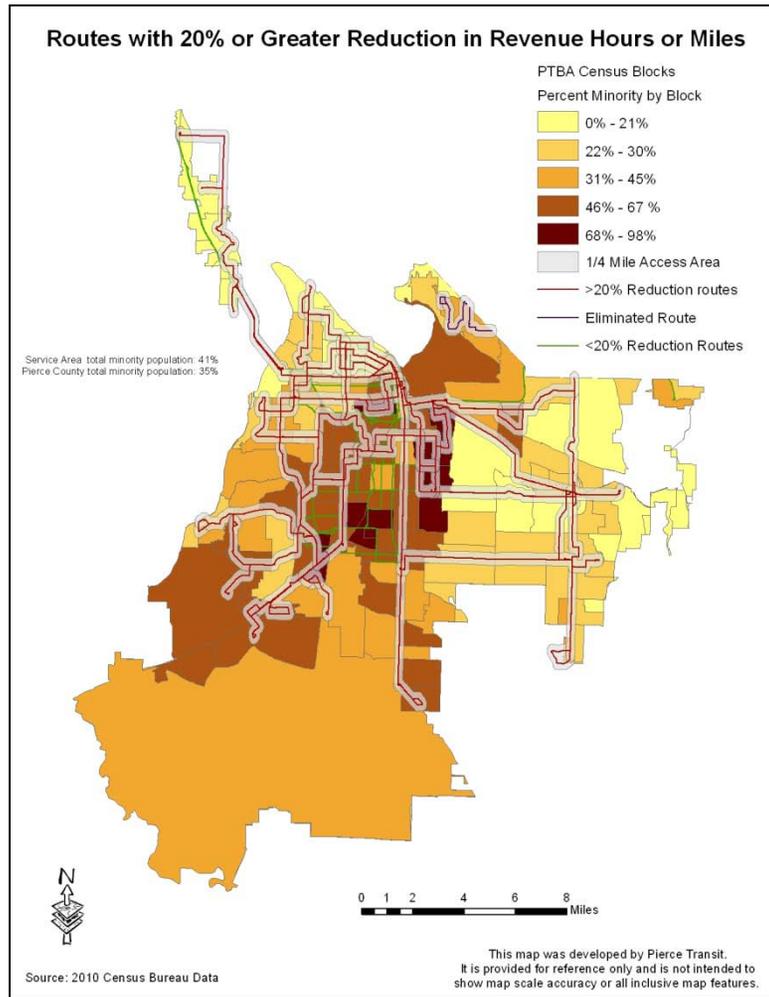


Table 5-2 Impact of Service Changes on Minority and Low Income Populations

Summary of Service Change	Minority Proportion of Population			Low Income Proportion of Population		
	Census Blocks Along Routes	Average Population in Service Area	Difference	Census Tracts Along Routes	Average Population in Service Area	Difference
Reduction of 20% or more in revenue hours and / or revenue miles	42.8%	41.0%	2.7%	13.2%	12.4%	0.8%
Route Elimination (Route 62)	38.9%	41.0%	-2.1%	6.3%	12.4%	-6.1%

## 5.2 Disparate Impact Analysis

Pierce Transit's policy states that a disparate impact occurs when the minority population adversely affected by a fare or service change is 10% more than the average minority population of Pierce Transit's service area. While the minority population along the routes that will experience time-based reductions in service (42.8%) is higher than the service area minority population (41%), this 1.8% difference is not enough to warrant a determination of disparate impact. On the route planned for elimination, the minority population along the route (38.9%) is lower than the service area average (41%), so there is no disparate impact.

## 5.3 Disproportionate Burden Analysis

Pierce Transit's policy states that a disproportionate burden occurs when the low-income population adversely affected by a fare or service change is 5% more than the average low-income population of Pierce Transit's service area. The low income population along the routes that are subject to time based reductions in service (13.2%) is slightly higher than the low income population of the service area (12.4%), however, this difference of 0.8% is not enough to warrant a determination of disproportionate burden. On the Route 62 planned for elimination, the low income population along the route (6.3%) is lower than the service area average (12.4%), so there is no disproportionate burden.

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## APPENDIX 2: September 2013 Service Reduction Plan – Route by Route Narrative

300,000 Service Hours- *Weekday, limited Saturday and Sunday, no Holiday service*

Route	Weekly Trips: Mon - Sun		Route Modification Details
	Current Service	Reduction Plan	
<b>1 – 6<sup>TH</sup> Ave-Pacific Ave</b>	Weekday -475 Saturday - 84 Sunday - 52	Weekday - 445 Saturday – 39 Sunday - 35	<ul style="list-style-type: none"> <li>Weekday - Span of service will remain unchanged.</li> <li>Frequency of service will remain unchanged in the peak with service operating from TCC to SR7 &amp; 8<sup>th</sup> Ave (Wal-Mart).</li> <li>Service will operate every 20 minutes from TCC to Parkland Transit Center and every 40 minutes from Parkland Transit Center to SR7 &amp; 8<sup>th</sup> Ave (Wal-Mart).</li> <li>Saturday - Span of service 6:45AM – 7:30PM. Service will operate every 30 min. between TCC and Parkland Transit Center in both directions; 60 min. Parkland Transit Center to Walmart (SR7 &amp; 8<sup>th</sup> Ave)</li> <li>Sunday – Span of service 8:00AM – 6:45PM. Service will operate every 30 min. between TCC and Parkland Transit Center in both directions; 60 min. Parkland Transit Center to Walmart (SR7 &amp; 8<sup>th</sup> Ave)</li> </ul>
<b>2 – S. 19<sup>th</sup> St. – Bridgeport</b>	Weekday – 410 Saturday – 62 Sunday - 43	Weekday – 360 Saturday – 23 Sunday - 18	<ul style="list-style-type: none"> <li>Weekday - Service will end at approx. 10:30 PM (currently 11:15 PM).</li> <li>Peak and midday service frequency remain unchanged (20 min. peak – 30min. midday).</li> <li>Saturday – Span of service 7:00AM – 7:00PM. Service will operate every 60 min. in both directions.</li> <li>Sunday - Span of service 9:15AM – 6:00PM. Service will operate every 60 min. in both directions.</li> </ul>
<b>3 – Lakewood – Tacoma</b>	Weekday – 315 Saturday – 60 Sunday - 43	Weekday – 335 Saturday – 23 Sunday - 18	<ul style="list-style-type: none"> <li>Weekday - Peak frequency will increase from 30 minute to 20 minute. Midday service frequency will remain unchanged (30 min.).</li> <li>Service now ends at approx. 9:30 PM (currently 10:15 PM).</li> <li>Saturday – Span of service 7:00AM – 6:45PM. Service will operate every 60 min. in both directions.</li> <li>Sunday - Span of service 9:15AM – 6:00PM. Service will operate every 60 min. in both directions.</li> </ul>
<b>10 – Pearl Street</b>	Weekday – 210 Saturday – 22 Sunday - 17	Weekday – 200 Saturday – 17 Sunday - 14	<ul style="list-style-type: none"> <li>Weekday - Span of service will remain unchanged.</li> <li>Frequency of service will remain unchanged (30 min. peak – 60 min. midday).</li> <li>Saturday – Span of service 8:00 AM- 6:15PM. Service will operate every 75 min. in both directions.</li> <li>Sunday - Span of service 8:30 AM – 5:00 PM. Service will operate every 75 min. in both directions.</li> </ul>
<b>11 – Point Defiance</b>	Weekday – 140 Saturday – 17 Sunday - 16	Weekday – 110 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>Weekday - Span of service will be reduced. Service will start at 6:30 AM and ends at 7:15 PM.</li> <li>Peak service will remain unchanged (60 min.); Midday service will operate every 90 min. (currently 60 min.).</li> <li>Saturday - No Service.</li> <li>Sunday – No Service.</li> </ul>
<b>13 – N. 30<sup>th</sup> Street</b>	Weekday – 130 Saturday – 9 Sunday - 0	Weekday – 90 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>Weekday - Span of service will slightly increase ending at 7:00 PM (currently 6:15 PM).</li> <li>Peak service frequency will remain unchanged (60 min.).</li> <li><b>Midday service is eliminated</b> (currently 60 min.).</li> <li>Saturday – No Service.</li> <li>Sunday – No Service.</li> </ul>
<b>14 – Proctor District (TDS)</b>	Weekday – 130 Saturday – 8 Sunday – 0	Weekday – 80 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>Weekday - Span of service will remain unchanged. Peak service frequency will remain unchanged (60 min.)</li> <li><b>Midday service is eliminated</b> (currently 60 min.).</li> <li>Saturday – No Service.</li> <li>Sunday – No Service.</li> </ul>
<b>16 – TCC – Downtown</b>	Weekday – 150 Saturday – 24 Sunday - 17	Weekday – 140 Saturday – 16 Sunday - 13	<ul style="list-style-type: none"> <li>Weekday - Span of service will be reduced. Service will end at 7:15 PM (currently 8:30 PM). Peak and midday service frequency remain unchanged (60 min.).</li> <li>Saturday – Span of service 8:30 AM – 6:15 PM. Service will operate every 75 min. in both directions.</li> <li>Sunday – Span of service 9:00 AM – 5:00 PM. Service will operate every 75 min. in both directions..</li> </ul>

<b>28 – S.12<sup>th</sup> St. – Downtown</b>	Weekday – 215 Saturday – 27 Sunday - 17	Weekday – 205 Saturday – 16 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be reduced. Service will end at 8:00 PM (currently 8:30 PM).</li> <li>• Frequency of service will remain unchanged (30 min. peak – 60 min. midday).</li> <li>• Saturday – Span of service 7:30AM – 7:00PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday - No Service.</li> </ul>
<b>41 – Portland Ave.</b>	Weekday – 235 Saturday – 28 Sunday - 18	Weekday – 210 Saturday – 18 Sunday - 18	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be reduced. Service will begin at 5:45 AM (currently 5:00 AM).</li> <li>• Peak service routing will remain unchanged; Midday service will terminate at Tacoma Dome Station.</li> <li>• Peak and midday service frequency remain unchanged (30 min. peak – 60 min. midday).</li> <li>• Saturday – Span of service 7:30AM – 6:30PM. Service will operate every 75 min. in both directions. No service between the Tacoma Dome Station and 10<sup>th</sup> &amp; Commerce.</li> <li>• Sunday - Span of service 8:45AM – 5:30PM. Service will operate every 60 min. in both directions. No service between the Tacoma Dome Station and 10<sup>th</sup> &amp; Commerce.</li> </ul>
<b>42 – McKinley Ave.</b>	Weekday – 140 Saturday – 25 Sunday - 18	Weekday – 140 Saturday – 16 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will remain unchanged. Service will begin at 5:45 AM (currently 6:00 AM); and end at 7:30 PM (currently 8:00 PM).</li> <li>• Peak service routing will remain unchanged; Midday service will terminate at Tacoma Dome Station.</li> <li>• Peak and midday service frequency will remain unchanged (60 min. peak and midday).</li> <li>• Saturday – Span of service 6:45AM – 6:30PM. Service will operate every 60 min. in both directions in the AM &amp; PM. <b><u>There is no midday service.</u></b></li> <li>• Sunday – No Service.</li> </ul>
<b>45 – Yakima Ave.-Parkland</b>	Weekday – 140 Saturday – 17 Sunday - 0	Weekday – 140 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Service will remain unchanged.</li> <li>• Saturday – No Service.</li> <li>• Sunday – No Service.</li> </ul>
<b>48 – Sheridan – M Street</b>	Weekday – 250 Saturday – 26 Sunday - 18	Weekday – 215 Saturday – 16 Sunday - 13	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be reduced. Service will end at 9:00 PM (currently 9:45 PM).</li> <li>• Frequency of service will remain unchanged (30 min. peak – 60 min. midday)</li> <li>• Saturday – Span of service 7:30AM – 7:30PM. Service will operate every 90 min. in both directions.</li> <li>• Sunday - Span of service 8:30AM – 5:30PM. Service will operate every 90 min. in both directions.</li> </ul>
<b>51 – Union Ave – Lakewood</b>	Weekday – 140 Saturday – 18 Sunday - 18	Weekday – 105 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will remain unchanged.</li> <li>• Peak service frequency will remain unchanged (60 min.); midday service will be every 120 min. (currently 60 min.)</li> <li>• Saturday – No Service.</li> <li>• Sunday – No Service.</li> </ul>
<b>52 – TCC – Tacoma Mall</b>	Weekday – 280 Saturday – 40 Sunday - 15	Weekday – 275 Saturday – 14 Sunday - 10	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified and start at 5:45 AM (currently 6:15 AM) and end at 8:30 PM (currently 9:00 PM).</li> <li>• Frequency of service will remain unchanged (30 min. all day; 60 min. at night).</li> <li>• Saturday – Span of service 8:15AM – 6:30 PM. Service will operate every 60 min. in both directions in the AM &amp; PM.</li> <li>• <b><u>There is no midday service.</u></b></li> <li>• Sunday – Span of service 8:15AM - 6:00PM. Service will operate every 120 min. in both directions.</li> </ul>
<b>53 – University Place</b>	Weekday – 145 Saturday – 17 Sunday - 16	Weekday – 135 Saturday – 12 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be reduced. Service will end at 7:30 PM (currently 8:30 PM).</li> <li>• Frequency of service will remain unchanged (60 min. all day).</li> <li>• Saturday – Span of service 8:30AM – 5:30PM. Service will operate every 90 min. in both directions.</li> <li>• Sunday - No Service.</li> </ul>
<b>54 – 38<sup>th</sup> St</b>	Weekday – 255 Saturday – 17 Sunday - 16	Weekday – 190 Saturday – 21 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be reduced. Service will end at 7:30 PM (currently 8:30 PM).</li> <li>• Peak frequency of service remains unchanged (30 min.); midday service will operate every 60 min. (currently 30 min.)</li> <li>• Saturday – Span of service 7:30AM – 6:00PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday – No Service.</li> </ul>
<b>55 – Tacoma Mall-Parkland</b>	Weekday – 275 Saturday – 41 Sunday - 17	Weekday – 280 Saturday – 21 Sunday - 10	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified and start at 5:45 AM (currently 6:15 AM); end of service unchanged (9:00 PM).</li> <li>• Peak and midday service frequency remains unchanged (30 min.); evening service will operate every 60 min.</li> <li>• Saturday – Span of service 7:30AM – 5:45PM. Service will operate every 60 min. in both directions.</li> </ul>

			<ul style="list-style-type: none"> <li>• Sunday – Span of service 8:45AM – 5:30PM. Service will operate every 120 min. in both directions.</li> </ul>
<b>56 – 56<sup>th</sup> Street</b>	Weekday – 130 Saturday – 24 Sunday - 18	Weekday – 135 Saturday – 16 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start remains unchanged (6:15 AM); service will end at 7:30 PM (currently 7:00 PM).</li> <li>• Frequency of service remains unchanged (60 min. all day).</li> <li>• Saturday – Span of service 9:15AM – 5:00PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday – No Service.</li> </ul>
<b>57 – Tacoma Mall-Downtown</b>	Weekday – 275 Saturday – 22 Sunday - 16	Weekday – 135 Saturday – 17 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 6:15 AM (currently 5:45 AM) and end at 7:45 PM (currently 9:15 PM).</li> <li>• Frequency will be reduced to 60 min. all day (currently 30 min. all day).</li> <li>• Saturday – Span of service 8:00AM – 6:30PM. Service will operate every 75 min. in both directions.</li> <li>• Sunday - No Service.</li> </ul>
<b>62 – Northeast Tacoma</b>	Weekday – 30 Saturday – 0 Sunday - 0	Weekday – 0 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• <b><u>Service is eliminated.</u></b></li> </ul>
<b>100 – Gig Harbor</b>	Weekday – 135 Saturday – 16 Sunday - 17	Weekday – 75 Saturday – 11 Sunday - 12	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 6:30 AM (currently 6:45 AM); service will end at 7:30 PM (currently 8:30 PM).</li> <li>• Peak frequency of service will remain unchanged (60 min.); midday service will operate every 120 minutes (currently 60 min.)</li> <li>• Saturday – Span of service 7:45AM – 6:30PM. Service will operate every 95 min. in both directions. Service will only operate to Borgen &amp; 51<sup>st</sup>.</li> <li>• Sunday - Span of service 9:15AM – 5:30PM. Service will operate approx. every 95 min. in both directions. Service will only operate to Borgen &amp; 51<sup>st</sup>.</li> <li>• There will be no service between Borgen and Purdy P&amp;R on Saturday and Sunday.</li> </ul>
<b>102 – Gig Harbor-Tacoma Exp.</b>	Weekday – 45 Saturday – 0 Sunday - 0	Weekday – 45 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Service will be remain unchanged 4 morning trips; 5 afternoon trips.</li> <li>• Saturday – No Service.</li> <li>• Sunday – No Service.</li> </ul>
<b>202 – 72<sup>nd</sup> Street</b>	Weekday – 295 Saturday – 41 Sunday - 16	Weekday – 255 Saturday – 23 Sunday - 16	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:30 AM (currently 6:00 AM); service will end at 8:15 PM (currently 9:15 PM).</li> <li>• Peak frequency of service will remain unchanged (30 min.); midday service will operate every 35 min. (currently 30 min.)</li> <li>• Saturday – Span of service 7:30AM – 7:00PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday - Span of service 9:15AM – 5:00PM. Service will operate every 60 min. in both directions.</li> </ul>
<b>204 – Lakewood-Parkland</b>	Weekday – 290 Saturday – 42 Sunday - 16	Weekday – 275 Saturday – 22 Sunday - 16	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:15 AM (currently 6:15 AM) and end at 9:00 PM (currently 9:00 PM).</li> <li>• Frequency will remain unchanged (30 min. all day).</li> <li>• Saturday – Span of service 8:00AM - 7:00PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday - Span of service 9:15AM – 5:00PM. Service will operate every 60 min. in both directions.</li> </ul>
<b>206 – Pacific Hwy-Madigan</b>	Weekday – 235 Saturday – 41 Sunday - 18	Weekday – 145 Saturday – 14 Sunday - 17	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:30 AM (currently 5:30 AM) and end at 7:45 PM (currently 9:00 PM).</li> <li>• Frequency will be modified to 60 min. all day (currently Peak - 30 min.; Midday -45 min.)</li> <li>• Saturday – Span of service 8:45AM – 5:00PM. Service will operate every 75 min. in both directions.</li> <li>• Sunday - Span of service 9:00AM – 5:15PM. Service will operate every 60 min. in both directions.</li> </ul>
<b>212 – Lakewood- Steilacoom</b>	Weekday – 270 Saturday – 25 Sunday - 18	Weekday – 200 Saturday – 20 Sunday - 17	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:15 AM (currently 5:30 AM) and end at 7:00 PM (currently 8:30 PM).</li> <li>• Peak frequency of service will remain unchanged (30 min.); midday service will operate every 60 min. (currently 30 min.)</li> <li>• Saturday – Span of service 8:45AM – 6:15PM. Service will operate every 60 min. in both directions. 2 trips will operate to Steilacoom.</li> <li>• Sunday - Span of service 9:15AM – 5:30PM. Service will operate every 60 min. in both directions. No trips to Steilacoom.</li> </ul>
<b>214 – Washington-Pierce Coll.</b>	Weekday – 270 Saturday – 25 Sunday - 17	Weekday – 170 Saturday – 20 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:45 AM (currently 6:15 AM) and end at 7:15 PM (currently 8:45 PM).</li> <li>• Peak frequency of service will remain unchanged (30 min.); midday service will operate every 75 min. (currently 30 min.)</li> <li>• Saturday – Span of service 9:00AM – 6:45PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday - No Service.</li> </ul>

<b>300 – South Tacoma Way</b>	Weekday – 275 Saturday – 27 Sunday - 16	Weekday – 130 Saturday – 19 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 6:15 AM (currently 5:45 AM) and end at 7:15 PM (currently 9:00 PM).</li> <li>• Frequency will be modified to 60 min. all day (currently 30 min. all day)</li> <li>• Saturday – Span of service 7:30AM – 6:45PM. Service will operate every 75 min. in both directions.</li> <li>• Sunday - No Service.</li> </ul>
<b>400 – Puyallup – Tacoma</b>	Weekday – 250 Saturday – 0 Sunday – 0	Weekday – 165 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 4:45 AM (currently 4:45 AM) and end at 7:15 PM (currently 9:00 PM).</li> <li>• Peak frequency of service will remain unchanged (30 min.); midday service will operate every 90 min. (currently 60 min.) and midday service will terminate at the Tacoma Dome Station but continue to Pierce College Puyallup.</li> <li>• Saturday – No Service.</li> <li>• Sunday – No Service.</li> </ul>
<b>402 – Meridian</b>	Weekday – 145 Saturday – 22 Sunday - 18	Weekday – 135 Saturday – 15 Sunday - 11	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:45 AM (currently 5:15 AM) and end at 7:45 PM (currently 9:00 PM).</li> <li>• Frequency will remain unchanged (60 min. all day).</li> <li>• Peak service routing will remain unchanged; Midday service will operate every hour to Meridian and Emerald (Milton Way) and every two hours to Federal Way Transit Center.</li> <li>• Saturday – Span of service 8:15AM – 7:00PM. Service will operate every 90 min. in both directions. Service will operate between South Hill TC and Meridian at Emerald only. No service to Federal Way TC.</li> <li>• Sunday - Span of service 9:00AM – 5:15PM. Service will operate every 90 min. in both directions. Service will operate between South Hill TC and Meridian at Emerald only. No service to Federal Way TC.</li> </ul>
<b>409 – Puyallup-72<sup>nd</sup> TC</b>	Weekday – 145 Saturday – 18 Sunday - 17	Weekday – 125 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:30 AM (currently 5:45 AM) and end at 6:45 PM (currently 8:00 PM).</li> <li>• Peak frequency of service remains unchanged (60 min.); midday service will operate every 75 min. (currently 60 min.)</li> <li>• Saturday – No Service.</li> <li>• Sunday – No Service.</li> </ul>
<b>410 – 112<sup>th</sup> Street</b>	Weekday – 220 Saturday – 38 Sunday - 18	Weekday – 200 Saturday – 21 Sunday - 17	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:45 AM (currently 6:15 AM) and end at 9:00 PM (currently 9:00 PM).</li> <li>• Frequency will remain unchanged; Peak 30 min. – Midday 60 min.</li> <li>• Pierce College service will be operated by the Route 400.</li> <li>• Saturday – Span of service 8:30AM – 6:45PM. Service will operate every 60 min. in both directions.</li> <li>• Sunday - Span of service 9:15AM – 5:30PM. Service will operate every 60 min. in both directions.</li> </ul>
<b>495 – S. Hill-Puyallup Sounder</b>	Weekday – 35 Saturday – 0 Sunday - 0	Weekday – 35 Saturday – 0 Sunday - 0	<ul style="list-style-type: none"> <li>• Service will remain unchanged, afternoon trips only.</li> </ul>
<b>497 – Lakeland Hills</b>	Weekday – 70 Saturday – 0 Sunday – 0	Weekday – 70 Saturday – 0 Sunday – 0	<ul style="list-style-type: none"> <li>• Service will remain unchanged 7 morning trips; 7 afternoon trips.</li> </ul>
<b>500 – Federal Way-Tacoma</b>	Weekday – 165 Saturday – 30 Sunday - 28	Weekday – 220 Saturday – 20 Sunday - 16	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 5:30 AM (currently 5:45 AM) and end at 9:30 PM (currently 10:30 PM).</li> <li>• Peak frequency will be every 30 min. (currently 60 min.); midday will be every 60 min. (currently 60 min.)</li> <li>• Saturday – Span of service 7:30AM – 7:00PM. Service will operate every 75 min. in both directions. Service operates to Pacific Hwy &amp; 348<sup>th</sup> Ave. only. No service to Federal Way TC</li> <li>• Sunday - Span of service 8:45AM – 6:30PM. Service will operate every 75 min. in both directions. Service operates to Pacific Hwy &amp; 348<sup>th</sup> Ave. only. No service to Federal Way TC.</li> </ul>
<b>501 – Milton-Tacoma</b>	Weekday – 150 Saturday – 12 Sunday - 10	Weekday – 80 Saturday – 0 Sunday – 0	<ul style="list-style-type: none"> <li>• Weekday - Span of service will be modified, start at 6:15 AM (currently 6:00 AM) and end at 7:15 PM (currently 9:00 PM).</li> <li>• Service will be Peak only, 8 morning trips; 8 afternoon trips.</li> <li>• Service will operate from the Tacoma Dome Station to Meridian and Emerald St. in Milton.</li> <li>• Service to Federal Way will be via the 402-Meridian.</li> <li>• Saturday – No Service.</li> <li>• Sunday – No Service.</li> </ul>

APPENDIX 3 SEPTEMBER 2013 SERVICE CHANGE DATA

February 2013 Service														September 2013 Service											Variances							
Route No.	Route Name	Wkdy	255	Sat.	52	Sun/Hol	58	Wkdy	255	Sat.	52	Sun/Hol	58	Wkdy	255	Sat.	52	Sun/Hol	52	Wkdy	255	Sat.	52	Sun/Hol	52	Revenue Hours		Revenue Miles		%	%	Route No.
		Wkdy Daily Hours	Annual Wkdy hours	Sat Daily Hours	Annual Sat. Hours	Sun/Hol. Daily Hours	Annual Sun/Hol Hours	Daily Weekday Miles	Annual Miles	Sat Daily Miles	Annual Sat. Miles	Sun/Hol Daily Miles	Annual Sun/Hol Miles	Daily Weekday Miles	Annual Miles	Sat Daily Hours	Annual Sat. Hours	Sun/Hol Daily Hours	Annual Sun/Hol Hours	Daily Weekday Miles	Annual Miles	Sat Daily Miles	Annual Sat. Miles	Sun/Hol Daily Miles	Annual Sun/Hol Miles	Feb-13	Sep-13	Feb-13	Sep-13	Reduction in Hours	Reduction in Miles	
1	Pacific/Parkland to DT Tacoma	137	34,935	108.72	5,653	63.13	3,725	1,744	444,700	1,528.15	79,464	973.97	57,464	120	30,600	47.02	2,445	38.62	2,008	1,484	378,370	633.41	32,937	558.02	29,017	44,313	35,053	581,628	440,324	-20.9%	-24.3%	1
2	Bridgeport/South 19th	66	16,766	48.93	2,544	34.20	2,018	964	245,883	733.62	38,148	507.65	29,951	58	14,846	18.42	958	14.32	745	844	215,337	274.73	14,286	214.91	11,175	21,328	16,549	313,983	240,798	-22.4%	-23.3%	2
3	Lakewood	51	13,076	43.63	2,269	19.78	1,167	648	165,277	626.13	32,559	281.74	16,623	55	14,020	17.12	890	13.48	701	694	177,090	240.00	12,480	187.84	9,768	16,512	15,611	214,458	199,337	-5.5%	-7.1%	3
10	Pearl St.	17	4,391	8.82	459	6.93	409	252	64,207	131.60	6,843	101.97	6,016	16	4,157	7.55	393	5.58	290	239	61,016	113.38	5,896	83.75	4,355	5,259	4,839	77,067	71,267	-8.0%	-7.5%	10
11	Point Defiance	16	4,016	8.47	440	7.97	470	220	56,210	178.06	9,259	125.96	7,432	12	3,175	0.00	0	0.00	0	173	44,165	0.00	0	0.00	0	4,927	3,175	72,900	44,165	-35.6%	-39.4%	11
13	North 30th St.	9	2,308	2.83	147	0.00	0	137	34,874	47.47	2,469	0.00	0	6	1,573	0.00	0	0.00	0	95	24,143	0.00	0	0.00	0	2,455	1,573	37,342	24,143	-35.9%	-35.3%	13
14	Proctor Dist. - TDS	13	3,366	3.97	206	0.00	0	146	37,151	45.42	2,362	0.00	0	8	2,058	0.00	0	0.00	0	90	22,862	0.00	0	0.00	0	3,572	2,058	39,513	22,862	-42.4%	-42.1%	14
16	UPS - TCC	14	3,685	10.73	558	7.62	450	210	53,665	168.36	8,755	149.87	8,842	13	3,404	0.00	0	5.82	303	193	49,140	0.00	0	91.25	4,745	4,692	3,707	71,262	53,885	-21.0%	-24.4%	16
28	South 12th St.	16	4,080	9.90	515	6.62	391	208	53,059	130.71	6,797	83.37	4,919	15	3,881	5.83	303	0.00	0	198	50,593	77.34	4,022	0.00	0	4,985	4,184	64,774	54,615	-16.1%	-15.7%	28
41	Portland Ave.	23	5,891	13.57	706	8.80	519	329	83,988	196.20	10,202	130.91	7,723	19	4,769	6.58	342	6.70	348	273	69,708	99.22	5,159	99.22	5,159	7,115	5,459	101,913	80,026	-23.3%	-21.5%	41
42	McKinley Ave.	11	2,882	9.50	494	6.88	406	153	39,059	136.74	7,110	98.47	5,810	10	2,430	6.17	321	0.00	0	38	9,812	87.53	4,551	0.00	0	3,781	2,751	51,979	14,364	-27.2%	-72.4%	42
45	Yakima	15	3,889	9.33	485	0.00	0	224	57,216	146.40	7,613	0.00	0	15	3,889	0.00	0	0.00	0	224	57,216	0.00	0	0.00	0	4,374	3,889	64,829	57,216	-11.1%	-11.7%	45
48	Hosmer - M Street	36	9,180	16.73	870	11.68	677	485	123,723	255.46	13,284	175.64	10,187	32	8,038	10.35	538	7.95	413	424	108,146	157.73	8,202	120.25	6,253	10,727	8,989	147,194	122,601	-16.2%	-16.7%	48
51	Union Ave. - Proctor Dist.	22	5,661	13.95	725	13.95	809	328	83,731	191.89	9,978	191.89	11,130	17	4,213	0.00	0	0.00	0	245	62,415	0.00	0	0.00	0	7,196	4,213	104,839	62,415	-41.5%	-40.5%	51
52	TCC - Tacoma Mall	23	5,949	16.67	867	6.25	363	281	71,529	200.30	10,416	75.17	4,360	23	5,845	5.83	303	4.17	217	276	70,259	70.13	3,647	50.09	2,605	7,178	6,365	86,304	76,510	-11.3%	-11.3%	52
53	University Place	33	8,351	16.93	880	16.93	982	454	115,716	275.09	14,304	258.97	15,020	31	7,892	7.43	386	0.00	0	428	109,150	138.28	7,191	0.00	0	10,214	8,279	145,041	116,340	-18.9%	-19.8%	53
54	38th St.	15	3,779	7.13	371	5.07	294	247	62,924	116.21	6,043	103.66	6,012	11	2,831	6.28	327	0.00	0	184	46,919	101.62	5,284	0.00	0	4,444	3,157	74,979	52,203	-29.0%	-30.4%	54
55	Parkland - Tacoma Mall	23	5,845	17.08	888	7.08	411	372	94,743	276.66	14,386	114.74	6,655	23	5,949	8.75	455	4.17	217	378	96,433	141.64	7,365	67.48	3,509	7,143	6,621	115,784	107,307	-7.3%	-7.3%	55
56	56th St.	9	2,402	10.00	520	7.50	435	133	33,820	137.31	7,140	103.51	6,004	10	2,491	6.67	347	0.00	0	138	35,121	81.62	4,244	0.00	0	3,357	2,838	46,963	39,365	-15.5%	-16.2%	56
57	Tacoma Mall	33	8,484	13.47	700	9.45	548	396	100,981	161.85	8,416	117.71	6,827	16	4,187	10.40	541	0.00	0	194	49,573	124.92	6,496	0.00	0	9,732	4,728	116,225	56,069	-51.4%	-51.8%	57
62	NE Tacoma	3	727	0.00	0	0.00	0	56	14,342	0.00	0	0.00	0	0	-	0.00	0	0.00	0	0	0	0.00	0	0.00	0	727	0	14,342	0	-100.0%	-100.0%	62
100	Purdy - Gig Harbor - TCC	23	5,776	13.63	709	14.40	835	498	126,889	295.10	15,345	313.93	18,208	11	2,767	9.43	490	6.77	352	231	58,813	202.50	10,530	137.93	7,172	7,320	3,609	160,442	76,516	-50.7%	-52.3%	100
102	Purdy - Gig Harbor - Tacoma Express	9	2,239	0.00	0	0.00	0	197	50,289	0.00	0	0.00	0	9	2,249	0.00	0	0.00	0	197	50,289	0.00	0	0.00	0	2,239	2,249	50,289	50,289	0.5%	0.0%	102
202	72nd St.	26	6,668	16.80	874	6.52	378	404	102,902	280.31	14,576	109.42	6,346	23	5,783	9.32	485	6.52	339	349	88,952	157.35	8,182	109.42	5,690	7,920	6,607	123,825	102,824	-16.6%	-17.0%	202
204	Lakewood - Parkland	22	5,554	17.50	910	6.40	371	308	78,601	223.49	11,621	85.03	4,932	21	5,279	9.17	477	6.40	333	292	74,501	116.92	6,080	85.03	4,422	6,835	6,088	95,155	85,002	-10.9%	-10.7%	204
206	Pac Highway/Tillicum/Madigan	28	7,186	20.82	1,083	6.50	377	411	104,876	363.97	18,926	127.30	7,384	18	4,514	6.82	355	6.17	321	256	65,345	121.91	6,339	119.41	6,209	8,646	5,189	131,186	77,893	-40.0%	-40.6%	206
212	Steilacoom Blvd.	21	5,355	6.28	327	4.35	252	276	70,430	110.18	5,730	79.46	4,609	15	3,754	5.40	281	4.15	216	190	48,381	93.55	4,865	74.87	3,893	5,934	4,250	80,768	57,139	-28.4%	-29.3%	212
214	Washington	31	7,803	10.33	537	7.18	416	492	125,496	184.55	9,597	128.56	7,457	15	3,731	8.37	435	0.00	0	246	62,707	149.15	7,756	0.00	0	8,757	4,166	142,549	70,463	-52.4%	-50.6%	214
300	South Tacoma Way	33	8,300	13.10	681	8.13	472	448	114,293	204.28	10,623	123.43	7,159	16	4,067	9.27	482	0.00	0	218	55,590	142.77	7,424	0.00	0	9,453	4,549	132,075	63,014	-51.9%	-52.3%	300
400	Puyallup - Downtown Tacoma	33	8,458	0.00	0	0.00	0	601	153,148	0.00	0	0.00	0	21	5,335	0.00	0	0.00	0	290	74,022	0.00	0	0.00	0	8,458	5,335	153,148	74,022	-36.9%	-51.7%	400
402	Meridian	36	9,269	28.18	1,465	23.07	1,338	540	137,806	409.86	21,313	335.34	19,450	32	8,135	5.97	310	6.70	348	466	118,774	123.41	6,417	90.37	4,699	12,073	8,793	178,569	129,890	-27.2%	-27.3%	402
409	Stewart Ave. - Main Ave.	13	3,328	6.03	314	5.75	334	239	60,838	109.14	5,675	131.23	7,611	11	2,703	0.00	0	0.00	0	195	49,660	0.00	0	0.00	0	3,975	2,703	74,124	49,660	-32.0%	-33.0%	409
410	112th Street	22	5,572	13.93	724	6.60	383	382	97,354	293.78	15,276	146.64	8,505	15	3,902	7.70	400	6.23	324	286	72,884	160.53	8,348	138.55	7,205	6,679	4,626	121,135	88,437	-30.7%	-27.0%	410
495	Puyallup Station Connector	2	446	0.00	0	0.00	0	23	5,742	0.00	0	0.00	0	2	446	0.00	0	0.00	0	23	5,742	0.00	0	0.00	0	446	446	5,742	5,742	0.0%	0.0%	495
497	Lakeland Hills Connector AM	5	1,160	0.00	0	0.00	0	74	18,760	0.00	0	0.00	0	5	1,160	0.00	0	0.00	0	74	18,760	0.00	0	0.00	0	1,160	1,160	18,760	18,760	0.0%	0.0%	497
500	Federal Way	25	6,469	19.37	1,007	18.23	1,057	388	99,013	350.30	18,215	326.94	18,963	32	8,063	9.60	499	7.87	409	500	127,511	183.52	9,543	146.82	7,634	8,534	8,972	136,191	144,689	5.1%	6.2%	500
501	Milton - Federal Way	27	7,000	9.27	482	7.77	451	463	118,118	177.63	9,237	148.16	8,593	7	1,734	0.00	0	0.00	0	122	31,224	0.00	0	0.00	0	7,932	1,734	135,948	31,224	-78.1%	-77.0%	501
<b>Totals</b>		<b>942</b>	<b>240,246</b>	<b>566</b>	<b>29,411</b>	<b>355</b>	<b>20,737</b>	<b>13,731</b>	<b>3,501,352</b>	<b>8,686</b>	<b>451,684</b>	<b>5,651</b>	<b>330,190</b>	<b>760</b>	<b>193,866</b>	<b>245</b>	<b>12,763</b>	<b>152</b>	<b>7,884</b>	<b>10,748</b>	<b>2,740,623</b>	<b>3,793</b>										