

Follow-Up from Metro Service Guidelines Presentation
Impact of Social Equity Scoring on Service Decisions

Corridors that received more investment need due to social equity

The following corridors receive 10 social equity points and were bumped into a higher preliminary target service level (and are therefore have higher levels of investment need):

Corridor/Route	Preliminary Target Service Level with social equity (peak/offpeak/night)	Preliminary Target Service Level without social equity (peak/offpeak/night)
Corridor 1, Route 128 (Admiral District to Southcenter)	15/30/30	60/60/0
Corridor 3, Route 180 (Auburn to Burien)	15/30/30	30/30/60
Corridor 19, Route 132 (Burien to Seattle CBD)	15/15/30	30/30/60
Corridor 84, Routes 101/102 (Renton to Seattle CBD)	15/15/30	15/30/30

Corridors that were excluded from Priority 2 cuts in September 2014 due to social equity

The following corridors were excluded from priority 1 cuts in September 2014 because of their social equity score. Priority 1 cuts are made to routes that were poor performers in at least one time period that are at or above their target service level. The social equity score resulted in these corridors being below their target service level in that time period and removed them from the Priority 1 list:

- Corridor 19, Route 132 (Burien to Seattle CBD)
- Corridor 20, Route 60 (White Center to Capitol Hill)
- Corridor 92, Route 30 (Sand Point to U District)
- Corridor 100, Route 156 (Tukwila to Des Moines)