



**King County
Metro Transit Division**

Department of Transportation
King Street Center, KSC-TR-0415
201 South Jackson Street
Seattle, WA 98104-3856

Memorandum

July 14, 2005

TO: Interested parties

Handwritten signature of Victor Obeso in black ink.

Handwritten signature of Chuck Sawyer in black ink.

FM: Victor Obeso, Supervisor and Chuck Sawyer, Supervisor
Service Planning Research and Management Information

RE: ***2004 Route Performance Report***
2002 – 2003 Peer Agency Comparisons

Attached are copies of the ***2004 Route Performance Report*** (Report) and the ***2002 – 2003 Peer Agency Comparison***. These respectively report on the performance of individual King County Metro routes and the performance of the Metro system as a whole compared to peer transit agencies.

The objective of measuring route performance is to identify individual services that may require modification, expansion or termination based on their performance. The purpose of the peer comparison is to provide an overall sense of how King County Metro is performing compared to its peers in the transit industry.

2004 Route Performance. The Report shows five performance measures for each route, and performance is shown separately for each subarea, separated into three time periods. The measures used to evaluate each route were established by the 1997 Route Performance Guidelines (Guidelines), developed by King County Metro in response to the Six-Year Transit Development Plan for 1996 – 2001 policy directing regular performance reports. Additional route performance measures were adopted as part of the Six-Year Transit Development Plan for 2002 – 2007 (Six-Year Plan). One of these measures, “Passenger Miles/ Revenue Seat Miles,” was intended to “assess the degree to which transit services contribute to the reduction of total vehicle miles traveled.” The 2003 Report contained a discussion of some of the issues with using this measure and

proposed a substitute measure “Passenger Miles/ Vehicle Miles” that would provide consistent information on the passenger miles provided per vehicle mile driven. The analysis requested by the King County Regional Transit Committee comparing the results of applying each of these measures showed that the overall performance rating of routes for the system and between subareas was not changed. A substantial number of individual route variants did score differently using this measure, indicating that it is a different measure; one that more accurately reflects the intended assessment of transit performance in reducing vehicle miles traveled. A summary or the full analysis report is available on request. The results were significant enough that the proposed replacement measure has been used in the 2004 Route Performance Report. Examining the performance scores in this Report also provides an opportunity to review the usefulness of this measure. Additional information about all measures and a discussion of their use is contained in the Introduction to the Report.

- Two performance categories are highlighted on the Report tables – “below minimum” and “strong.” The “below minimum” performance rating indicates that a route should be evaluated for changes that might improve its performance, or for termination if performance does not improve. Routes with “strong” performance are to be considered for expansion.
- The categories of “strong” and “below minimum” are determined by using a threshold value that is kept constant over several years in order to allow tracking of changes in individual routes. For 2004 through 2006, the thresholds based on route data from 2001 were to be replaced with thresholds from 2004 performance data. Currently the computer analysis and reporting system for passenger counts is being updated. To allow tracking of changes in routes over several years, it is important that the annual data and the thresholds used for evaluating it are generated in the same way. Thresholds will be replaced in 2005 using data from the updated computer processing system. The performance thresholds established in 2001 are used in this Report, and a table showing these values is in the Introduction section.
- The comparative nature of the evaluation means that most routes will show moderate performance - neither particularly strong nor weak. Although it may be appropriate for a variety of reasons to accept continued performance at the same level for an individual route, the Report is intended to be a tool that is used to continually improve performance. To allow overall performance trends to be examined, the Introduction section of the Report includes tables that summarize service delivery and performance by time period.

The Report includes a table of contents, followed by an introductory section, and then route performance by time period in separate subarea sections.

Peer Agency Comparison, 2001 to 2003. King County Metro is compared with 27 peer transit systems for Motor Bus and Trolley Bus on three measures requested by the Regional Transit Committee at their September 2003 meeting. The three measures and their corresponding policy areas have been included and discussed in Strategy M-1 of the current Six-Year Plan:

- 1) the percent change in Boardings per Platform hour (Cost and Efficiency Policy Area);
- 2) the percent change in Operating Cost per Platform Hour (Cost and Efficiency Policy Area); and
- 3) the percent change in Boardings per Capita (Mobility Policy Area).

The data used for these comparisons are from the Federal Transit Administration's National Transit Database, just released for 2003. These measures therefore focus on changes from 2001 to 2003, the year for which the most current data are available. King County Metro's statistics for Motor Bus and Trolley Bus include service operated by Metro under contract to Sound Transit.

The peer comparison is attached to this memorandum, and is comprised of four graphs showing the comparative performance of large systems within the United States.

- The first graph (Figure 1) provides context for these comparisons by showing the **total 2003 Motor Bus and Trolley Bus boardings** for all 31 transit agencies in the U.S. with over 30 million boardings in that year, including the 27 agencies used for Metro's peer comparisons. Metro had the ninth highest Motor Bus and Trolley Bus boardings of all agencies, and seventh highest of the peer agencies. (Note that the boardings are not directly comparable to the rides reported in the Route Performance Report as the Peer Comparison includes routes operated for Sound Transit and the rides within the downtown Seattle Ride Free Area.)
- King County Metro saw an average annual decline of 3.3 percent in **boardings per platform hour** on motor bus and trolley bus service, compared with a 2.9 percent annual average decline in boardings per platform hour for the peer group. (Figure 2.) Metro's higher than average decline results from two factors: a decline in overall ridership of 2.7 percent from 2001 to 2003, and a 4.9 percent increase in service hours.

The decline in overall ridership was largely due to the economic slump in the region, with the loss of about 57,000 jobs in King County over this period. One example of the change in ridership is provided by Route 174, used by many employees of industries associated with Seattle Boeing and Sea-Tac International Airport, which experienced a 4.5% decline in ridership between fall 2001 and fall 2003.

The major part of the increased service hours went into the East service subarea in fall 2001. New hours of service typically take some time to influence potential riders, especially in a period of economic downturn and lower ridership. But between spring 2001 and spring 2004 ridership in the East service subarea of the County had grown over 6%, indicating that the longer term positive impact of adding hours of service will be reflected in future years.

- **Operating cost per platform hour** increased by an annual average of 4.3 percent between 2001 and 2003 for the peer group (Figure 3). King County Metro's annual average increase of 4.1 percent fell slightly below that of the peer group. Metro's cost increases over this period were largely due to increased labor and benefit costs, worker's compensation and the increased cost of fuel.
- King County Metro's **boardings per capita of service area population** decreased by an annual average of 1.6 percent between 2001 and 2003, compared with an average decline of 2.3 percent for the peer group (Figure 4). Some of the peer agencies show dramatic changes in boardings per capita, indicating that they either changed the definition of their service area between 2001 and 2003, or perhaps updated their population estimates using available 2000 census data. King County Metro Transit updates service area population annually using estimates prepared by the State of Washington. The June 2004 updated annual population indicates that King County grew in population by about 1.2 percent between 2001 and 2003. The increase in population may account for part of the decline in boardings per capita.

Some or all of the remaining decrease in boardings per capita is likely a result of the overall economic decline and decrease in work commuters in the Puget Sound region. Although changes in commuter ridership impact all time periods, change in the number of boardings during the peak commute periods versus other time periods can indicate the influence of employment levels on ridership. For King County Metro service, about 790,000 fewer peak riders boarded in 2003 than in 2001. The substantially larger loss of boardings in the peak periods indicates that changes in employment levels contributed heavily to the decrease in boardings per capita.

Additional Information

Should you have any questions about the *Report on 2004 Route Performance*, please call Victor Obeso at 263-3109, or Diane Harper, transit planner, at 684-1646.

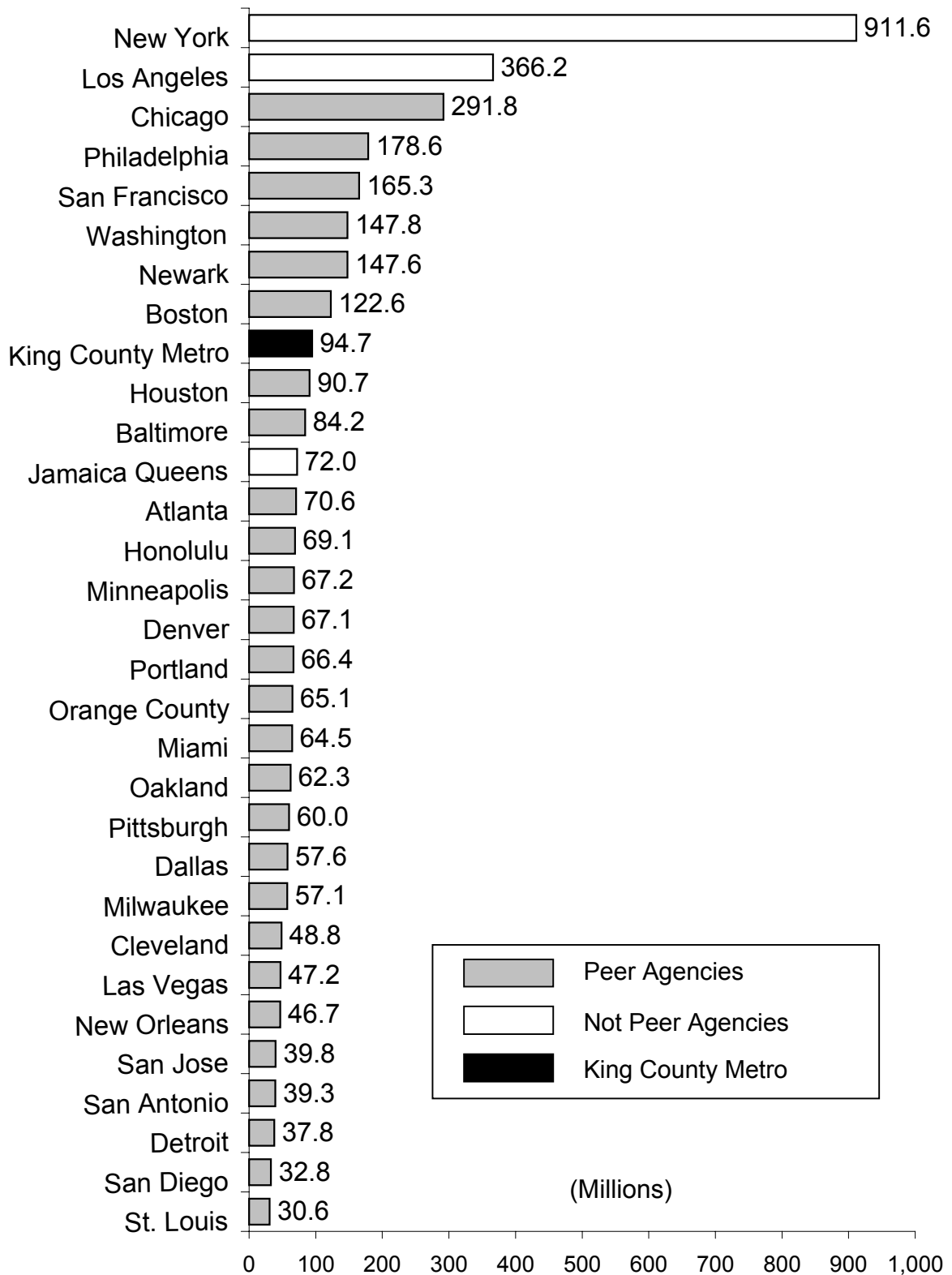
Should you have any questions about the *Peer Agency Comparisons, 2001 to 2003*, please call Chuck Sawyer at 684-1512.

2001 - 2003 Peer Agency Comparisons

**Prepared by
King County Metro Transit
Management Information and Transit Technology Section**

June 2005

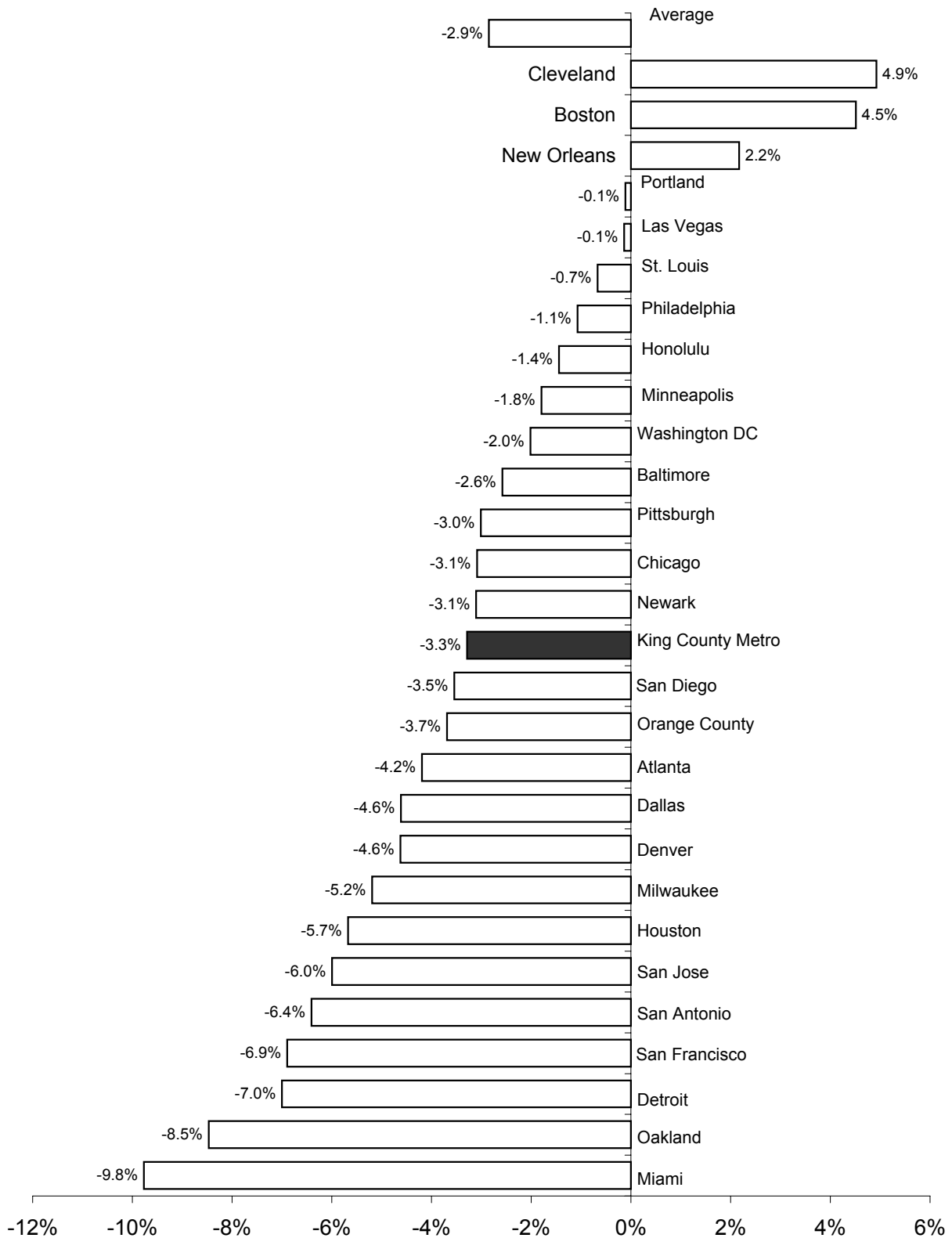
Figure 1: Motor Bus and Trolley Bus Boardings, 2003



Source: National Transit Database, 2003

Note: King County Metro boardings including Sound Transit service operated by Metro.

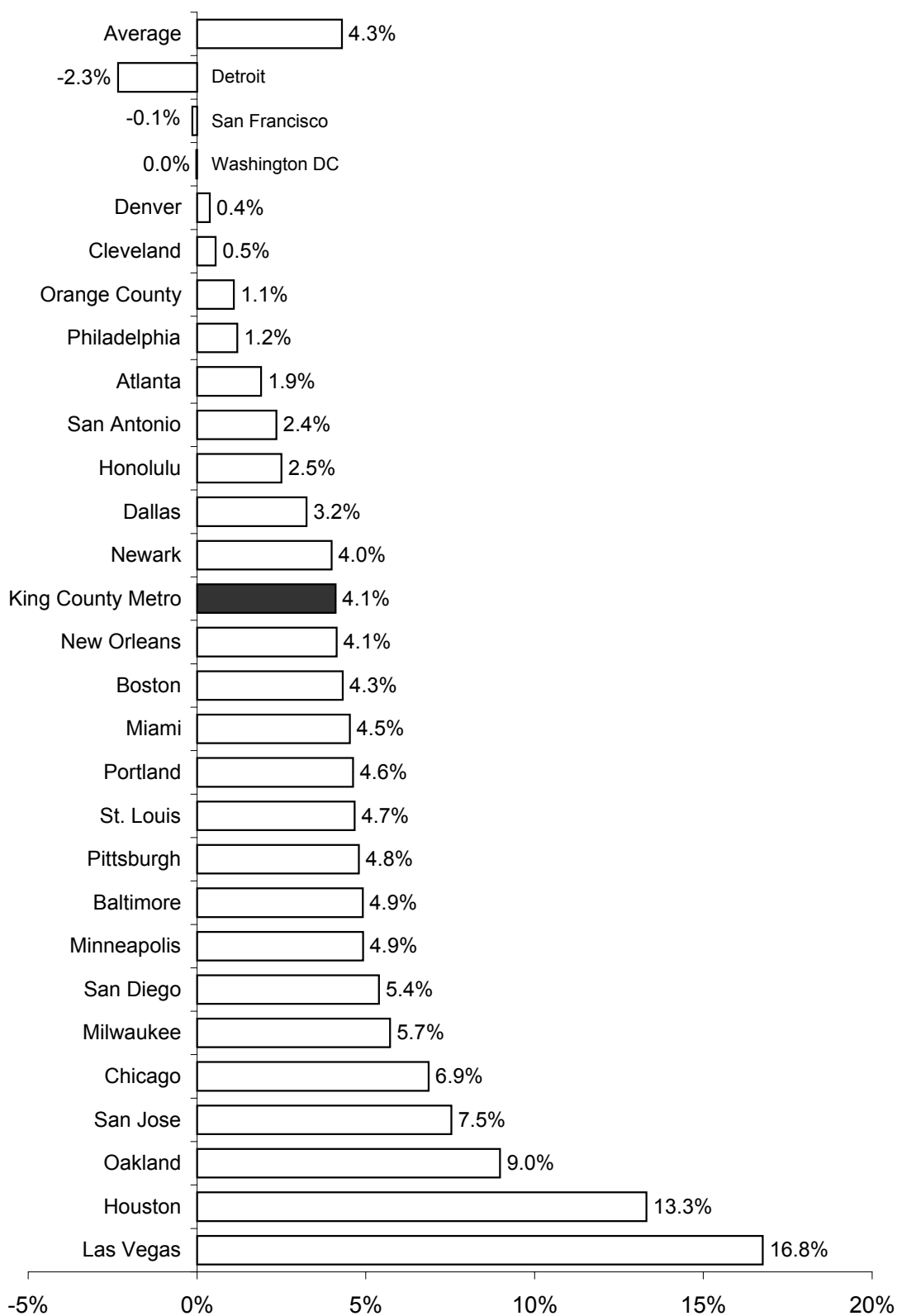
Figure 2: Average Yearly Percent Change in Boardings Per Platform Hour (2001 to 2003) (Motor Bus and Trolley Bus)



Source: National Transit Database, 2001 and 2003

Note: King County Metro boardings including Sound Transit service operated by Metro.

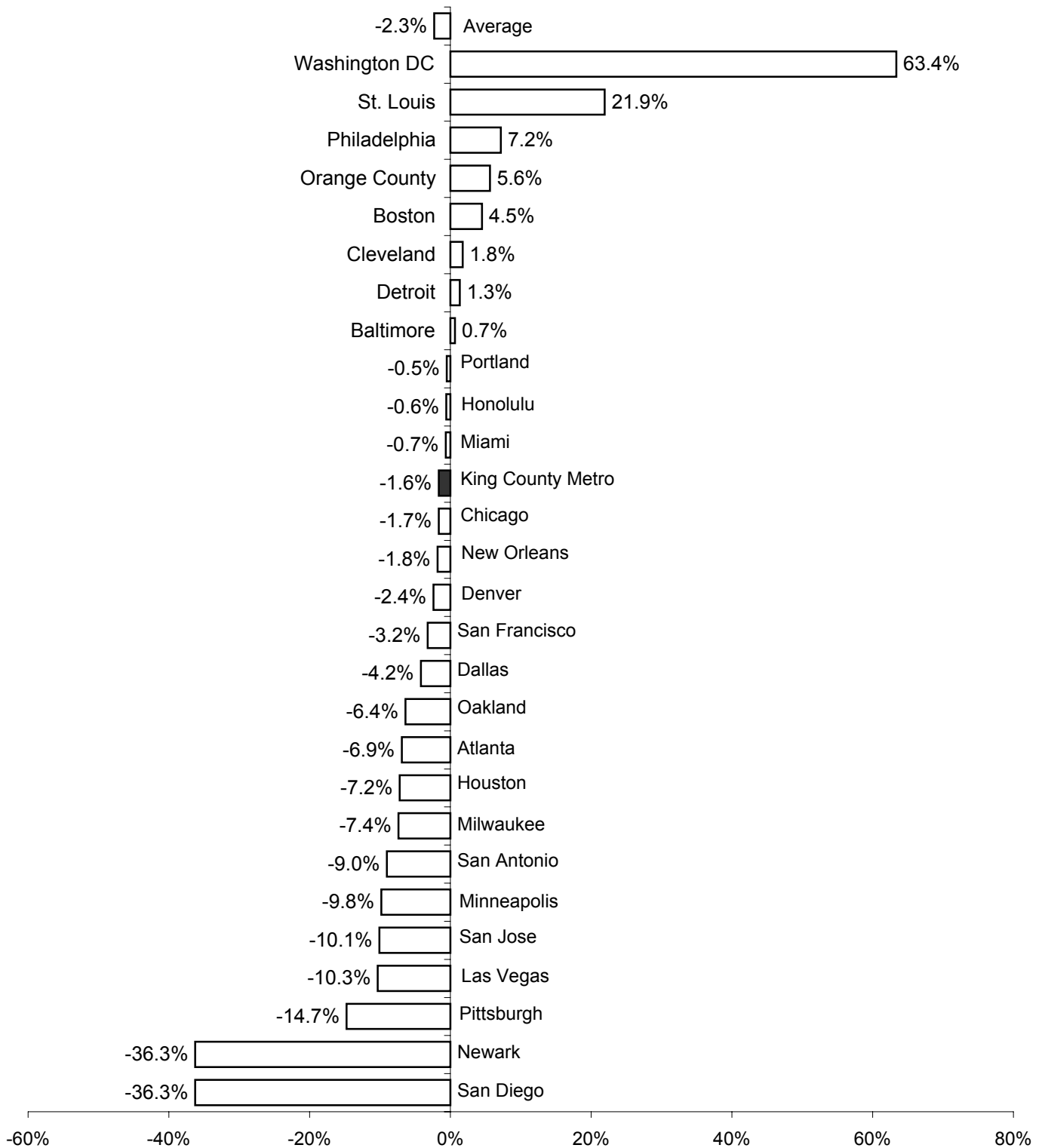
Figure 3: Average Yearly Percent Change in Operating Cost Per Platform Hour (2001 to 2003) (Motor Bus and Trolley Bus)



Source: National Transit Database, 2001 and 2003

Note: King County Metro boardings including Sound Transit service operated by Metro.

**Figure 4: Average Yearly Percent Change
in Boardings Per Capita (Service Area Population)
Motor Bus and Trolley 2001-2003**



Source: National Transit Database, 2001 and 2003

Note: King County Metro boardings including Sound Transit service operated by Metro.

2004
Route Performance Report

Prepared by
King County Metro Transit
Service Development Section:
Service Planning
Scheduling

June 2005

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2004 Route Performance

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Performance Measures: Discussion and Examples

➤ **Riders per revenue hour.** Routes with many ons and offs during each trip tend to do well on this measure. The high number of ons and offs is typical for streets through dense population and employment areas, where many riders make short trips. Express trips where each seat is occupied by the same person for a trip of multiple miles do not do as well. The length of the trip and the density of the population and employment (thus number of stops) along it are correlated to performance on this measure. There are exceptions where an express trip that fills all seats and travels at mostly freeway speeds will do very well because the number of revenue hours per trip is quite small. The range on this measure for the individual route variants at different times is high, with 98% of the route variants falling between 6 and 93 riders per revenue hour.

Example: Routes 3S TB is a very short route, while Route 177 travels from Federal Way to Seattle. These two routes in the peak time period have about the same number of trips (10,900 and 10,700 annually). Route 177 actually carries about 13% more riders than Route 3S TB, (403,000 versus 356,000 riders annually). But Route 3S TB takes only 26 minutes per trip, while Route 177 takes about 45 minutes. Since one of the factors in this measure is time spent in carrying riders, Route 3S TB scores much higher on this measure than does Route 177, 75 rider per revenue hour versus 50 riders per revenue hour. This illustrates for routes with a similar number of riders, performance on this measure will vary with the length of the route in minutes.

➤ **The ratio of fare revenue to operating expense** is the percentage cost recovery from fares paid by customers. There is a high correlation between the measure of riders per revenue hour and this ratio – the more riders who get on and off the coach during an hour of service, the more fare revenue is received to pay for that service. There are some exceptions, routes that are unusually high or low in fare revenue for the number of riders. Two of the reasons for these exceptions are: 1) operating expense is dependent on the number of platform hours and miles driven, rather than the number of revenue hours; and 2) some routes have a higher number of riders who have reduced fares or transfers. The range in cost recovery from fares is high, with 98% of the route variants falling between 2% and 55%.

➤ **Examples:** The prior example of Route 3S TB and Route 177 also illustrates the relationship between riders per hour and this measure. While Route 177 carries 403,000 riders annually, while Route 3S TB carries 356,000; many more riders get on and off Route 3 each hour of operation (or hour of expense). Route 3S TB averages 47% of its operating expense covered by fares; while Route 177 with more riders, but fewer riders per hour of operation, averages only 29% fare recovery. There are some exceptions where the expense recovery from fares is not directly related to the number of riders even though operational expenses are the same. An example would be Route 271. Both Route 271 and Route 255 cost about \$1.8 million annually, and both serve about 430,000 riders annually. But Route 271 serves both a community college campus and the University of Washington. Due to the higher rate of off-peak rides and number of transfers, the cost recovery from fares is only 16% for Route 271; while Route 255 averages about 30% fare return.

Passenger miles per revenue hour. This is a new measure that is intended to value routes that provide trips of many miles. One rider may occupy a seat for the same number of miles on a long distance trip as do many riders each traveling only a mile or two. Performance on this measure has a substantial correlation to average length of the route in miles, the average speed of the vehicle (miles traveled per hour), and the route design and purpose. With the same number of riders, routes that travel faster will do better on this measure. The range on this measure for individual route variants is very high, with 98% of the route variants falling between 24 and 750 passenger miles per revenue hour.

Example: Routes 190 and 191 travel about the same number of miles between Star Lake Park-and-Ride and downtown Seattle (20 and 22 miles), and they also have the about the same number of trips (3000 and 2800 annually) and riders (79,000 and 72,000). They both travel about 60,800 miles annually while carrying riders. In 2004, Route 190 averaged 665 passenger miles per revenue hour, while Route 191 averaged only 309 passenger miles per revenue hour. The difference is a result of the route design: Route 191 travels a long distance on Highway 99 before getting on I-5; Route 190 travels almost exclusively via the freeway; thus there is a large difference in speed, or the revenue miles per revenue hour. Route 190 carries many more riders per hour, as each trip takes less time. Also, as an all freeway route it makes no stops between Star Lake and Seattle, so all passengers travel the full length of the route, while Route 191 has intermediate stops, so some riders travel fewer miles than others.

Passenger miles divided by platform miles. This is a replacement measure used in the 2004 Report as a substitute for "Passenger miles divided by revenue seat miles," the measure adopted in the Six-Year Plan Strategy M-3. The Plan states that the intent of this measure is to "assess the degree to which transit services contribute to the reduction of total vehicle miles traveled."

The difficulties associated with using the initial formula of "passenger miles divided by revenue seat miles" are that the number of seats per coach varies, and revenue miles are not the total vehicle miles. The simpler formula of "passenger miles divided by platform miles" gives a score directly addressing the usefulness of transit in reducing total vehicle miles traveled, without the variability inherent in using seats as a multiplier and including all miles that the coach travels.

Example comparing the two measures: Route 3S TB trips in the offpeak time period carried riders 17.8 miles for each mile the coach travels, in coaches that averaged 42 seats. Route 150 in the peak time period provided about 2% more passenger miles (18.1) per mile the coach traveled, and used coaches averaging 58 seats.

Using the measure "passenger miles to revenue seat miles," Route 3S TB trips would score .457, and Route 150 would score .416. Route 150 would score almost 9% lower than Route 3S TB, instead of 2% better. If next year it is more efficient for the Route 3S TB trips to be made in an articulated coach with 56 seats, and both travel the same miles and carry the same number of passenger miles as they did the year before, Route 3S TB would score much lower at only .343 - a score 18% lower than Route 150. Differences also result from considering only the revenue miles instead of all the miles a coach travels.

This kind of year to year variation in the same route, and variation between routes that actually remove the same number of vehicle miles from our roadways is avoided by using platform miles instead of revenue seat miles in the equation.

A background analysis is available that shows the results for each route variant using each of these two measures. The substitution does not change the overall route performance of the system, and it impacts about an equal percentage of each subarea's routes. It does change the performance category of 19% of the route variants, making them directly comparable on passenger miles carried per coach mile.

The "Route Effectiveness" rating is intended to provide an overall look at the four performance measures. It has been defined as the sum of the standard deviation for each of the four performance measures. Standard deviation calculations are dependent on the number of items in the group, so it cannot be meaningful when looking across different groups – in this case, different time periods in the same subarea, or the same time period in multiple subareas. An illustration of this situation would be the high school student who ranked number 3 in a group of 50 high school students. That student likely would not have the same performance as one who ranked number 3 in a group of 250 high school students. Similarly the Route Effectiveness score of "3" in a group of 20 routes is not the same number as the score of "3" in a group of 80 routes.

The other four reported numbers in the tables have a physical base that is measured instead of a mathematical relationship. For instance, 322 rider miles per revenue hour is the same in the midday and in the peak, in the East subarea and in the West subarea. Within a particular group, 322 rider miles per revenue mile might be considered a "strong" route or a "below minimum" route, but the number of rider miles per revenue hour is constant. The Route Effectiveness measure only indicates performance within the one group, i.e. a score of 3.1 in the midday in the East is not the same as a score of 3.1 in the midday in the West, or the same as a 3.1 score for the East in the peak. The only way to be able to compare the Route Effectiveness numbers between time periods and subareas would be to put all of the routes from every time period and subarea in one group, and then each one of them would have a new score as part of the larger group.

In general, few routes have both ratings of high performance in one or more measures and below minimum performance in others. Really high or really low performance on one or two of the measures is enough in some cases to weight the overall Route Effectiveness measure. By definition, the average over the entire group for this measure will be 0, since standard deviation has equal negative and positive values.

About Routes and Their Groupings

Routes are divided into groups by subarea and by time of day. Planning Subareas were defined when the *Long Range Policy Framework for Public Transportation* was adopted by the King County Council in 1993. All cross-subarea routes are kept whole for the purpose of performance evaluation, rather than dividing 50/50 those all day routes that travel between subareas as is currently done for the purpose of allocating hours among subareas. For usefulness in comparing current and past route performance on routes crossing subarea boundaries, routes are reported in the same subarea as in prior years. Route performance within each subarea is evaluated separately for three time periods that have different ridership characteristics. The three time periods are the peak period, midday (including weekend days), and night (all seven days). Time periods reflect the increasingly broad span of peak-period service levels, with the “peak” time period covering 4 hours both morning and evening on weekdays (excluding holidays).

A “route” as used in this report is defined by route number, part of route and type of route. This results in some cases in multiple variations of one route number within the same time period. Route parts (north and south, or east and west) can be considered for the purposes of performance evaluation as totally separate routes, and are always listed separately in the report. Route types (e.g. express or shuttle routing) are a variation on the basic route or route part. These route variants generally are kept separate on the performance evaluation tables, since usually there are potential improvements that could be considered for them separate from the other variants of the route. Sometimes a separate route type exists to increase the overall efficiency of the route, and in those cases it cannot be changed apart from changing the rest of the route. Those route type variants that average less than five trips during a given time period are combined with the same route variant in an adjacent time period to give a better indication of the overall performance of the variant. For instance, Route 272 is a commuter service from the East side to the University of Washington, and a few trips fall outside of the defined end of the peak period but are included in the data for the peak period. Or some trolley routes have a shuttle (SH) variant that is only used to travel back to downtown Seattle close to the base late at night so comprise a very small part of the night hours and are included as part of the regular trips rather than separately. Express variants of less than five trips that did not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

DART (demand responsive) routes are excluded from performance evaluation as there are very few to generate performance thresholds, and they often allow flexibility to experiment with services tailored for certain jurisdictions. Similarly, certain routes that are provided for specialized markets and are typically funded (partially or fully) by other entities or grants were excluded. They are listed by origin subarea after the tables for the three time periods for that subarea. No thresholds were calculated for these “exception” routes, although the average performance for regular routes in the same subarea during the same time period is listed under them as a reference point. The cost recovery performance measure for this Report is calculated using fully allocated costs, while the policy goal for custom and school routes is to generate enough revenue to cover 100% of marginal operating costs. The fare revenue for all of these types of routes is available upon request, whether paid by individuals or a partner institution.

Notes on Service Description Abbreviations

Production Subarea: Although some routes are now characterized differently for the allocation of new hours of service, routes were originally assigned to subareas according to where the majority of morning boardings occurred – the “production” subarea. In the Route Performance Report, each route is reported in only one subarea, and the same subarea is used as in prior years.

Time:

Night 7:00 p.m. to 5:00 a.m. all days
Offpeak 9:00 a.m. to 3:00 p.m. weekdays; 5:00 a.m. to 7:00 p.m. weekends
Peak 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays

Part:

N north route segment
S south route segment
E east route segment
W west route segment

Type:

ALT alternate routing
EX express routing
NT special routing for late night or very early morning
SH shuttle routing
SHAL alternate shuttle routing
SHTB turnback routing on a shuttle trip
TB turnback routing
TEX turnback routing on an express trip

Exceptions:

CUST Custom bus routes are cost supported by private business or schools for regular commuters
DART Dial-A-Ride Routes provide flexible routing available by request
PART Partnership or Grant funded routes - routes partially supported by other organizations or grants
SCH Routes or special trips that serve public secondary or private schools - cost usually shared with the school district or private school
n.a. Not applicable. The marginal operating cost ratio is available on request for the exception routes.

Performance Thresholds

(for 2001 - 2003, extended through 2004)

Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Expense	Psgr.Miles / Rev. Hr.	** Psgr. Miles /Plat. Miles
EAST	Strong	Peak	40.3	25%	441	11.4
		OffPeak	24.0	14%	131	7.0
		Night	24.7	10%	162	6.4
	Minimum	Peak	9.0	5%	25	1.9
		OffPeak	7.6	4%	27	1.4
		Night	5.1	2%	21	1.4
SOUTH	Strong	Peak	45.1	30%	596	15.2
		OffPeak	44.4	25%	334	16.0
		Night	30.4	15%	266	10.4
	Minimum	Peak	21.8	12%	99	5.1
		OffPeak	20.3	10%	62	3.4
		Night	18.8	8%	60	2.6
WEST	Strong	Peak	70.1	43%	315	14.4
		OffPeak	68.0	37%	215	15.2
		Night	41.6	20%	147	8.7
	Minimum	Peak	31.8	16%	77	5.8
		OffPeak	28.8	14%	59	5.3
		Night	18.6	8%	48	3.3

* Strong performance is defined as one standard deviation above the mean; minimum performance is one standard deviation below the mean. Thresholds are set for three years to enhance comparison. The performance thresholds for 2001 - 2003 are based on subarea performance by time period in 2001. Data used to develop these thresholds was the annualized Fall 2001 information on regular service routes - excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in excluded categories such as custom bus services.

** The thresholds for this measure were calculated from the 2001 route data, as were the other thresholds.

2004 Performance Summary

These tables can be used for trend analysis of service delivery and rider use of system.

The data includes all King County Metro routes subject to performance evaluation ("exception" routes are shown separately below the totals for regular routes); it does not include Metro operated Sound Transit routes or paratransit service. The trends are examined by time of day, rather than by subareas, since subarea assignment may change, as was done in 2002.

This report is based on fall data, annualized; and it does not include rides within the downtown Seattle Ride Free Area

2004	Service Delivered				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peak Period	955,032	15,250,861	1,387,653	22,055,246	1,492,730
OffPeak (midday, evenings, weekend days)	832,983	12,288,769	1,340,938	13,103,152	1,199,432
Night (seven days)	317,388	5,104,963	572,250	6,021,102	506,752
Total Regular Routes	2,105,403	32,644,593	3,300,841	41,179,499	3,198,914
Exception Routes	73,899	1,149,767	162,907	1,387,040	105,730

2004	Rider Use			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / RevHr	Fare Rev / OpExp	Psgr. Miles /	Psgr. Miles/ PlatMi
Peak Period	42,168,000	230,916,964	\$38,618,901	44.2	25%	242	10.5
OffPeak (midday, evenings, weekend days)	38,444,256	157,771,585	\$26,367,066	46.2	23%	189	12.0
Night (seven days)	9,548,809	43,746,394	\$6,586,716	30.1	13%	138	7.3
Total Regular Routes	90,161,064	432,434,942	\$71,572,683	42.8	23%	205	10.5
Exception Routes	1,493,529	7,188,396	\$1,166,231	20.2	12%	97	5.2

Production and Allocation Subareas

Three planning Subareas were defined in the Long Range Policy Framework for Public Transportation when it was adopted by King County in 1993. Routes originally were assigned to one of the three subareas according to where the majority of morning boardings occurred – the “production” subarea. For purposes of allocating new hours of service between subareas, some routes were later assigned to a different subarea, or are shared by two subareas.

The table below lists those routes that have different production and allocation subareas. For usefulness in comparing current and past route performance, this report on route performance includes these routes in the “Production Subarea” listed.

Routes with 2004 Hours Allocation other than just the Production Subarea

Route	Production Subarea	Allocation Subarea	Route	Production Subarea	Allocation Subarea
East Production Cross-subarea Routes			New Routes in Fall 2004*		
240	EAST	EAST-SOUTH	120	SOUTH	SOUTH-WEST
255	EAST	EAST-WEST	125	SOUTH	SOUTH-WEST
271	EAST	EAST-WEST	125 NT	SOUTH	SOUTH-WEST
280	EAST	SOUTH-WEST	125 TB	SOUTH	SOUTH-WEST
342	EAST	WEST	126	WEST	SOUTH-WEST
935 DART	EAST	EAST-WEST	131	SOUTH	SOUTH-WEST
South Production Cross-subarea Routes			132	SOUTH	SOUTH-WEST
101	SOUTH	SOUTH-WEST	132 TB	SOUTH	SOUTH-WEST
101 TB	SOUTH	SOUTH-WEST	121 TB	SOUTH	SOUTH-WEST
106	SOUTH	SOUTH-WEST	121	SOUTH	SOUTH-WEST
107	SOUTH	SOUTH-WEST	122	SOUTH	SOUTH
113	SOUTH	WEST	123	SOUTH	SOUTH
150	SOUTH	SOUTH-WEST	134	SOUTH	SOUTH
150 TB	SOUTH	SOUTH-WEST	* Routes Replaced in Fall 2004		
174	SOUTH	SOUTH-WEST	130	SOUTH	SOUTH-WEST
194	SOUTH	SOUTH-WEST	130 EX	SOUTH	SOUTH-WEST
194 TB	SOUTH	SOUTH-WEST	130 TB	SOUTH	SOUTH-WEST
West Production Cross-subarea Routes			132	SOUTH	SOUTH-WEST
23	WEST	SOUTH-WEST	132 EX	SOUTH	SOUTH-WEST
39	WEST	SOUTH-WEST	132 TB	SOUTH	SOUTH-WEST
128	WEST	SOUTH-WEST	136	SOUTH	SOUTH-WEST
128 TB	WEST	SOUTH-WEST	137	WEST	SOUTH-WEST
331	WEST	EAST-WEST	137 TB	WEST	SOUTH-WEST
982 CUST	WEST	EAST	137 EX	WEST	SOUTH

2004 Annual Route Performance Report

EAST Planning Subarea

**Prepared by
King County Metro Transit
Service Development Section:
Service Planning
Scheduling**

June 2005

2004 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psg. Miles / Rev. Hour	Psg. Miles/ Plat. Miles	"Route Effectiveness" Sum
2004 PEAK - EAST PRODUCTION SUBAREA											
EAST						<i>Meets or exceeds strong performance threshold</i>	40.3	25%	441	11.4	3.7
EAST						<i>Less than minimum performance threshold</i>	9.0	5%	25	1.9	-3.7
EAST		Peak	306		EX	Kenmore	51.3	39%	533	16.5	8.7
EAST		Peak	212			Eastgate	65.7	34%	626	12.0	8.7
EAST		Peak	214		TB	Issaquah	52.1	28%	777	15.1	8.5
EAST		Peak	255		TB	Kirkland	53.9	31%	497	13.0	7.0
EAST		Peak	312		EX	U of W - Bothell	51.8	28%	533	13.8	6.9
EAST		Peak	229			Overlake	43.8	34%	457	14.7	6.8
EAST		Peak	255			Kingsgate	36.2	29%	347	14.0	4.9
EAST		Peak	216			Sammamish	34.1	14%	608	15.0	4.7
EAST		Peak	268			E Lake Sammamish	35.9	19%	491	10.4	3.6
EAST		Peak	214			North Bend	32.8	19%	513	9.7	3.4
EAST		Peak	225			Overlake	31.8	24%	336	9.9	3.0
EAST		Peak	311			Woodinville P&R	27.6	15%	519	10.8	2.8
EAST		Peak	252			Kingsgate P&R	30.4	18%	412	10.2	2.6
EAST		Peak	271		TB	Bellevue TC	37.3	16%	231	10.6	2.0
EAST		Peak	253			Bear Creek P&R	32.9	28%	120	7.3	1.7
EAST		Peak	257			Kingsgate P&R	25.4	16%	368	9.4	1.6
EAST		Peak	271			Issaquah P&R	31.9	16%	207	9.7	1.3
EAST		Peak	230 E			Redmond P&R	36.4	22%	120	6.0	0.9
EAST		Peak	240			Bellevue	29.6	19%	140	8.1	0.7
EAST		Peak	272			Eastgate P&R	28.8	9%	269	8.7	0.3
EAST		Peak	205		EX	Mercer Island	30.5	14%	182	6.2	0.0
EAST		Peak	245			Kirkland	29.2	18%	112	6.3	0.0
EAST		Peak	265			Redmond P&R	23.2	12%	275	6.4	-0.2
EAST		Peak	942		EX	Eastgate P&R	23.4	14%	240	5.7	-0.3
EAST		Peak	230 W			Kingsgate P&R	27.9	19%	94	5.3	-0.4
EAST		Peak	266			Bear Creek P&R	23.0	12%	251	5.9	-0.5
EAST		Peak	260			Juanita	17.6	11%	260	6.4	-0.9
EAST		Peak	261			Overlake P&R	21.4	13%	171	5.3	-1.1
EAST		Peak	277			Juanita	22.0	8%	197	5.8	-1.4
EAST		Peak	210			Issaquah	19.5	12%	188	4.3	-1.5
EAST		Peak	250			Redmond P&R	17.1	11%	205	5.3	-1.5
EAST		Peak	234			Northshore P&R	17.9	13%	101	4.9	-1.8
EAST		Peak	203			Mercer Island	27.7	14%	54	2.1	-1.9
EAST		Peak	202			Mercer Island	21.5	12%	121	3.2	-1.9
EAST		Peak	222			Overlake	18.0	12%	85	4.9	-2.0
EAST		Peak	230 W		TB	Kirkland	26.9	15%	42	1.9	-2.0
EAST		Peak	342			Bothell	17.7	7%	203	4.1	-2.2
EAST		Peak	236			Woodinville	16.8	11%	70	3.6	-2.6
EAST		Peak	233			Bellevue	17.5	8%	83	4.6	-2.6
EAST		Peak	238			Bothell	16.8	9%	70	3.3	-2.9
EAST		Peak	232			Duvall	12.6	6%	122	3.1	-3.3
EAST		Peak	269			E Lake Sammamish	10.5	7%	101	3.9	-3.3
EAST		Peak	209			North Bend	10.4	5%	128	3.8	-3.4
EAST		Peak	251			North Creek	9.4	9%	69	3.0	-3.5

2004 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effectiveness" Sum
EAST		Peak	254		SH	Redmond	12.9	9%	47	1.9	-3.7
EAST		Peak	232		TB	Redmond	15.0	6%	55	1.4	-3.9
EAST		Peak	249			Redmond P&R	11.9	6%	47	2.4	-3.9
EAST		Peak	237			Woodinville	9.8	3%	117	2.3	-4.1
EAST		Peak	201			Mercer Island	8.7	8%	44	1.6	-4.1
EAST		Peak	921			Eastgate P&R	9.2	7%	35	1.6	-4.3
EAST		Peak	247			Overlake P&R	8.7	4%	80	2.1	-4.3
EAST		Peak	220			Redmond P&R	6.7	7%	35	1.7	-4.5
EAST		Peak	922			Carnation	2.4	1%	41	0.6	-5.8
EAST		average 2004 PEAK - EAST					25.2	15%	227	6.60	0.0

2004 OFF-PEAK - EAST PRODUCTION SUBAREA											
EAST		<i>Meets or exceeds strong performance threshold</i>					24.0	14%	131	7.0	2.4
EAST		<i>Less than minimum performance threshold</i>					7.6	4%	27	1.4	-2.4
EAST		OffPeak	255			Kingsgate	25.9	13%	266	12.4	4.7
EAST		OffPeak	271			Issaquah P&R	29.4	13%	198	10.9	3.8
EAST		OffPeak	213			Mercer Island	26.3	35%	46	2.2	3.3
EAST		OffPeak	230 E			Redmond P&R	36.9	16%	137	7.6	3.2
EAST		OffPeak	253			Bear Creek P&R	31.4	15%	119	8.3	2.8
EAST		OffPeak	240			Bellevue	23.7	12%	123	7.2	1.5
EAST		OffPeak	230 W			Kingsgate P&R	26.3	14%	89	6.1	1.4
EAST		OffPeak	245			Kirkland	24.7	13%	101	5.3	1.0
EAST		OffPeak	203			Mercer Island	23.1	17%	43	2.2	0.3
EAST		OffPeak	234			Northshore P&R	16.2	9%	98	5.4	-0.1
EAST		OffPeak	222			Overlake	16.4	8%	88	5.0	-0.5
EAST		OffPeak	204			Mercer Island	18.8	12%	56	2.8	-0.5
EAST		OffPeak	238			Bothell	15.9	6%	78	3.7	-1.2
EAST		OffPeak	249			Redmond P&R	13.4	7%	71	4.1	-1.2
EAST		OffPeak	236			Woodinville	13.2	7%	63	3.3	-1.4
EAST		OffPeak	233			Bellevue	13.0	6%	67	3.8	-1.5
EAST		OffPeak	209			North Bend	8.9	3%	111	3.5	-1.8
EAST		OffPeak	251			North Creek	7.7	4%	62	2.9	-2.3
EAST		OffPeak	254		SH	Redmond	10.0	5%	37	1.9	-2.7
EAST		OffPeak	220			Redmond P&R	6.4	4%	49	2.6	-2.7
EAST		OffPeak	921			Eastgate P&R	6.2	4%	41	2.6	-2.8
EAST		OffPeak	929			North Bend	2.5	1%	49	1.5	-3.6
EAST		average 2004 MIDDAY - EAST					18.0	10%	90	4.78	0.0

2004 NIGHT - EAST PRODUCTION SUBAREA											
EAST		<i>Meets or exceeds strong performance threshold</i>					24.7	10%	162	6.4	3.5
EAST		<i>Less than minimum performance threshold</i>					5.1	2%	21	1.4	-3.5
EAST		Night	253		TB	Redmond	36.1	15%	124	5.9	5.6
EAST		Night	230 E			Redmond P&R	33.0	13%	129	5.7	4.6
EAST		Night	280			Bellevue TC	15.6	7%	263	7.7	4.1
EAST		Night	271			Issaquah P&R	18.8	7%	147	6.5	2.2

2004 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effectiveness" Sum	
EAST		Night	255			Kingsgate	15.6	8%	147	6.5	2.0	
EAST		Night	230 W			Kingsgate P&R	18.7	9%	71	3.7	0.1	
EAST		Night	240			Bellevue	14.8	6%	86	4.1	-0.5	
EAST		Night	245			Kirkland	12.5	6%	53	2.5	-2.2	
EAST		Night	222			Overlake	9.3	4%	53	2.5	-3.1	
EAST		Night	236			Woodinville	8.9	4%	42	1.6	-3.6	
EAST		Night	238			Bothell	7.8	2%	39	1.5	-4.3	
EAST		Night	254		SH	Redmond	6.7	2%	32	1.0	-4.8	
EAST		average 2004 NIGHT - EAST						16.5	7%	99	4.09	0.0

2004 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED												
EAST	PART	Peak	200			Issaquah	12.1	-	40	1.8		
EAST	PART	Peak	291		DART	Redmond	7.3	-	24	1.9		
EAST	DART	Peak	926		DART	Crossroads	7.6	-	23	1.5		
EAST	DART	Peak	927		DART	E Lake Sammamish	8.0	-	47	2.8		
EAST	DART	Peak	935		DART	Juanita	7.5	-	37	2.1		
EAST	SCL	Peak	206			Newport Hills	55.5	-	236	9.2		
EAST	SCL	Peak	207			Newport Hills	60.8	-	234	9.1		
EAST	SCL	Peak	208			Newport Hills	63.8	-	234	9.0		
EAST	SCL	Peak	219			Newcastle	10.9	-	34	1.2		
EAST	SCL	Peak	885			Bellevue	23.5	-	74	3.1		
EAST	SCL	Peak	886			Clyde Hill	95.3	-	81	3.3		
EAST	SCL	Peak	888			Eastgate	47.0	-	249	10.1		
EAST	SCL	Peak	889			Bellevue	37.0	-	84	3.8		
EAST	SCL	Peak	890			Eastgate	54.5	-	269	9.6		
EAST	SCL	Peak	891			Mercer Island	62.2	-	309	10.1		
EAST	SCL	Peak	892			Mercer Island	87.3	-	283	8.7		
EAST	SCL	Peak	986		CUST	Kirkland	48.7	-	486	13.5		
EAST	SCL	Peak	989		CUST	Eastgate	40.6	-	654	16.6		
EAST	SCL	Peak	997		CUST	Bellevue	22.5	-	218	8.4		
EAST	SCL	Peak	998		CUST	Mercer Island P&R	11.3	-	152	4.8		
EAST	regular route average: 2004 East Peak							25.2		227	6.60	

EAST	PART	OffPeak	200			Issaquah	13.3	-	43	2.6		
EAST	DART	OffPeak	925		DART	Newcastle	1.0	-	5	5.5		
EAST	DART	OffPeak	926		DART	Crossroads	7.0	-	20	1.3		
EAST	DART	OffPeak	927		DART	E Lake Sammamish	6.7	-	40	2.2		
EAST	DART	OffPeak	935		DART	Juanita	6.1	-	31	1.6		
EAST	regular route average: 2004 East OffPeak							18.0		27	1.38	

2004 Annual Route Performance Report

SOUTH Planning Subarea

**Prepared by
King County Metro Transit
Service Development Section:
Service Planning
Scheduling**

June 2005

2004 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psg. Miles / Rev. Hour	Psg. Miles/ Plat. Miles	"Route Effectiveness" Sum
2004 PEAK - SOUTH PRODUCTION SUBAREA											
SOUTH						<i>Meets or exceeds strong performance threshold</i>	45.1	30%	596	15.2	3.3
SOUTH						<i>Less than minimum performance threshold</i>	21.8	12%	99	5.1	-3.3
SOUTH		Peak	177			Fed.Way	49.9	29%	1,018	18.87	7.6
SOUTH		Peak	101			Fairwood	48.1	36%	587	20.51	6.8
SOUTH		Peak	101		TB	Renton CBD	53.8	33%	599	18.87	6.7
SOUTH		Peak	941		EX	Star Lake P&R	51.0	28%	783	15.63	5.9
SOUTH		Peak	174			Fed.Way P&R,TC	51.4	37%	331	16.73	5.2
SOUTH		Peak	162			Kent	40.7	25%	763	16.45	4.7
SOUTH		Peak	150			Auburn	42.9	31%	451	18.07	4.5
SOUTH		Peak	158			Lk Meridi/E Kent P&R	38.6	25%	706	17.37	4.4
SOUTH		Peak	106			Renton	56.0	29%	312	15.63	4.3
SOUTH		Peak	122			Highline CC	47.3	29%	453	14.72	3.9
SOUTH		Peak	105			Renton Highlands	58.6	36%	122	7.64	2.9
SOUTH		Peak	150		TB	Kent	40.1	25%	421	15.71	2.9
SOUTH		Peak	120			Burien	47.1	29%	265	13.27	2.7
SOUTH		Peak	159			Kent P&R,TC	36.5	22%	599	14.60	2.7
SOUTH		Peak	143		EX	Black Diamond	31.9	23%	559	16.02	2.5
SOUTH		Peak	121			Highline CC	41.6	25%	413	13.13	2.4
SOUTH		Peak	111			Renton	36.1	22%	514	13.66	2.1
SOUTH		Peak	190			Star Lake P&R	39.2	20%	665	10.43	2.0
SOUTH		Peak	169			Kent P&R,TC	47.5	30%	196	10.24	1.9
SOUTH		Peak	194		TB	SeaTac	39.7	21%	427	13.52	1.8
SOUTH		Peak	194			Fed.Way	33.1	19%	495	16.24	1.8
SOUTH		Peak	118		TB	Vashon	54.1	26%	234	7.90	1.7
SOUTH		Peak	125		TB	White Center	42.7	27%	232	11.83	1.6
SOUTH		Peak	196			Fed.Way S P&R	31.6	17%	671	11.36	1.2
SOUTH		Peak	132		TB	Burien	38.1	28%	239	10.44	1.1
SOUTH		Peak	114			Renton	33.9	23%	404	10.66	0.8
SOUTH		Peak	164			Kent	42.9	29%	174	7.94	0.8
SOUTH		Peak	113			Shorewood	45.0	21%	310	9.21	0.8
SOUTH		Peak	123		EX	Burien	31.9	24%	289	12.71	0.7
SOUTH		Peak	197			Fed.Way	30.2	9%	667	13.51	0.4
SOUTH		Peak	116		EX	Fauntleroy	37.8	21%	286	11.04	0.4
SOUTH		Peak	131			Highline CC	34.1	27%	200	9.88	0.3
SOUTH		Peak	192			Fed.Way	30.1	17%	546	9.91	0.1
SOUTH		Peak	151			Auburn	51.9	23%	133	5.82	0.1
SOUTH		Peak	133			Burien TC	36.7	12%	420	12.05	0.0
SOUTH		Peak	107			Renton	38.1	27%	127	7.23	-0.3
SOUTH		Peak	168			Timberlane	42.9	23%	168	6.39	-0.3
SOUTH		Peak	132			Highline CC	31.2	24%	190	9.13	-0.6
SOUTH		Peak	181			Green River CC	33.6	24%	166	7.63	-0.8
SOUTH		Peak	148			Fairwood	28.3	32%	112	6.02	-0.9
SOUTH		Peak	163			Kent	29.0	18%	362	8.78	-0.9
SOUTH		Peak	160			Kent	27.5	16%	394	9.08	-1.1
SOUTH		Peak	179			Fed.Way	23.0	12%	542	9.50	-1.3
SOUTH		Peak	166			Kent P&R,TC	33.0	21%	141	6.62	-1.6

2004 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psg. Miles / Rev. Hour	Psg. Miles/ Plat. Miles	"Route Effectiveness" Sum	
SOUTH		Peak	152			Enumclaw	21.9	14%	417	9.50	-1.7	
SOUTH		Peak	125			Shorewood	34.8	19%	168	6.04	-1.8	
SOUTH		Peak	140			Burien	31.3	20%	130	6.63	-1.9	
SOUTH		Peak	175			Fed.Way P&R,TC	20.6	14%	364	8.45	-2.2	
SOUTH		Peak	187			Fed.Way	29.0	23%	103	4.77	-2.3	
SOUTH		Peak	183			Kent	30.9	20%	132	4.76	-2.3	
SOUTH		Peak	191			Star Lake P&R	24.1	14%	309	7.55	-2.4	
SOUTH		Peak	170			McMicken Heights	22.8	17%	219	6.45	-2.8	
SOUTH		Peak	167			Auburn P&R	23.4	7%	381	8.53	-2.8	
SOUTH		Peak	915			Enumclaw	23.7	15%	170	4.85	-3.5	
SOUTH		Peak	119		EX	Vashon	21.1	17%	110	5.82	-3.6	
SOUTH		Peak	121		TB	Burien	20.9	13%	176	6.66	-3.6	
SOUTH		Peak	139			Gregory Heights	28.7	16%	59	3.90	-3.6	
SOUTH		Peak	153			Kent	21.2	18%	86	4.67	-3.8	
SOUTH		Peak	155			Fairwood	23.1	15%	87	4.38	-4.0	
SOUTH		Peak	134			Burien TC	22.7	10%	147	6.50	-4.0	
SOUTH		Peak	118			Vashon	30.8	16%	16	0.50	-4.4	
SOUTH		Peak	154			Auburn	19.8	9%	201	4.76	-4.5	
SOUTH		Peak	186			Auburn	23.2	15%	50	1.99	-4.7	
SOUTH		Peak	182			Fed.Way	22.8	13%	76	2.59	-4.8	
SOUTH		Peak	118		EX	Vashon	19.6	13%	82	3.82	-4.8	
SOUTH		Peak	173			Fed.Way P&R,TC	15.4	7%	241	5.21	-5.0	
SOUTH		Peak	149			Black Diamond	8.5	4%	68	1.84	-7.5	
SOUTH		average 2004 PEAK - SOUTH						34.3	21%	321	9.73	0.0

2004 OFFPEAK - SOUTH PRODUCTION SUBAREA												
SOUTH		<i>Meets or exceeds strong performance threshold</i>					44.4	25%	334	16.0	3.5	
SOUTH		<i>Less than minimum performance threshold</i>					20.3	10%	62	3.4	-3.5	
SOUTH		OffPeak	101		TB	Renton CBD	49.2	29%	561	25.89	6.8	
SOUTH		OffPeak	174			Fed.Way P&R,TC	58.1	34%	408	22.75	6.8	
SOUTH		OffPeak	194			Fed.Way	42.8	21%	750	25.03	6.3	
SOUTH		OffPeak	150			Auburn	43.9	22%	552	26.19	5.6	
SOUTH		OffPeak	120			Burien	50.9	29%	308	17.52	4.2	
SOUTH		OffPeak	194		TB	SeaTac	43.7	19%	496	17.07	3.4	
SOUTH		OffPeak	106			Renton	47.2	21%	292	17.71	2.9	
SOUTH		OffPeak	164			Kent	53.2	27%	202	10.67	2.4	
SOUTH		OffPeak	140			Burien	51.0	23%	220	12.32	2.2	
SOUTH		OffPeak	169			Kent P&R,TC	47.3	25%	201	11.29	1.9	
SOUTH		OffPeak	148			Fairwood	34.1	37%	154	8.97	1.7	
SOUTH		OffPeak	105			Renton Highlands	55.5	25%	134	8.31	1.6	
SOUTH		OffPeak	168			Timberlane	44.8	19%	200	8.92	0.6	
SOUTH		OffPeak	107			Renton	40.5	24%	152	8.65	0.5	
SOUTH		OffPeak	132			Highline CC	33.7	20%	232	11.74	0.4	
SOUTH		OffPeak	131			Highline CC	31.6	22%	208	11.42	0.3	
SOUTH		OffPeak	151			Auburn	48.9	19%	120	6.67	0.1	
SOUTH		OffPeak	125			Shorewood	34.9	18%	207	10.02	-0.2	

2004 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psg. Miles / Rev. Hour	Psg. Miles/ Plat. Miles	"Route Effectiveness" Sum	
SOUTH		OffPeak	915			Enumclaw	35.1	16%	242	8.31	-0.4	
SOUTH		OffPeak	132		TB	Burien	33.1	17%	219	9.10	-0.5	
SOUTH		OffPeak	181			Green River CC	33.2	17%	145	8.15	-1.0	
SOUTH		OffPeak	166			Kent P&R,TC	33.6	17%	145	7.10	-1.2	
SOUTH		OffPeak	187			Fed.Way	31.9	17%	127	6.59	-1.5	
SOUTH		OffPeak	185			Auburn	29.6	23%	55	4.08	-1.8	
SOUTH		OffPeak	183			Kent	24.1	12%	130	6.47	-2.7	
SOUTH		OffPeak	155			Fairwood	24.1	13%	106	6.50	-2.7	
SOUTH		OffPeak	139			Gregory Heights	31.0	14%	61	3.76	-2.8	
SOUTH		OffPeak	186			Auburn	29.5	14%	72	2.83	-2.9	
SOUTH		OffPeak	119		SH	Vashon	21.0	10%	115	3.52	-3.7	
SOUTH		OffPeak	182			Fed.Way	24.0	9%	87	3.62	-3.8	
SOUTH		OffPeak	118		TB	Vashon	22.9	9%	100	3.07	-3.9	
SOUTH		OffPeak	149			Black Diamond	10.5	4%	81	2.48	-5.6	
SOUTH		OffPeak	118			Vashon	11.6	5%	16	0.53	-6.2	
SOUTH		OffPeak	912			Covington	4.9	2%	40	1.10	-6.8	
SOUTH		average 2004 OFFPEAK - SOUTH						35.6	19%	210	9.95	0.0

2004 NIGHT - SOUTH PRODUCTION SUBAREA												
SOUTH		<i>Meets or exceeds strong performance threshold</i>					30.4	15%	266	10.4	3.4	
SOUTH		<i>Less than minimum performance threshold</i>					18.8	8%	60	2.6	-3.4	
SOUTH		Night	174			Fed.Way P&R,TC	38.0	19%	357	14.54	8.2	
SOUTH		Night	120			Burien	38.2	19%	252	11.51	6.4	
SOUTH		Night	194			Fed.Way	25.3	11%	464	13.70	4.9	
SOUTH		Night	150			Auburn	24.5	12%	343	13.38	3.7	
SOUTH		Night	169			Kent P&R,TC	35.5	15%	162	6.94	3.0	
SOUTH		Night	106			Renton	29.7	13%	196	10.07	2.5	
SOUTH		Night	101		TB	Renton CBD	24.0	14%	243	10.31	2.4	
SOUTH		Night	140			Burien	31.8	12%	161	7.40	1.8	
SOUTH		Night	148			Fairwood	19.8	18%	92	4.74	0.1	
SOUTH		Night	164			Kent	25.5	11%	117	4.64	-0.7	
SOUTH		Night	168			Timberlane	26.6	10%	118	4.26	-0.8	
SOUTH		Night	131			Highline CC	18.2	11%	140	6.03	-1.3	
SOUTH		Night	166			Kent P&R,TC	24.7	11%	93	3.53	-1.4	
SOUTH		Night	181			Green River CC	24.9	9%	121	3.93	-1.5	
SOUTH		Night	125		NT	Shorewood	18.0	11%	117	5.80	-1.5	
SOUTH		Night	132			Highline CC	17.9	9%	152	6.55	-1.6	
SOUTH		Night	125			Shorewood	21.1	8%	140	4.11	-2.3	
SOUTH		Night	151			Auburn	27.8	7%	80	2.38	-2.4	
SOUTH		Night	105			Renton Highlands	22.6	9%	59	2.89	-2.8	
SOUTH		Night	125		TB	White Center	17.6	7%	94	4.61	-3.3	
SOUTH		Night	187			Fed.Way	19.6	8%	62	2.35	-3.6	
SOUTH		Night	139			Gregory Heights	17.0	7%	36	1.81	-4.7	
SOUTH		Night	107			Renton	14.8	6%	45	2.00	-5.0	
SOUTH		average 2004 NIGHT - SOUTH						24.5	11%	158	6.4	0.0

