Proposed Ordinance 2021-0286 UPDATED Amendment Tracker
Regional Transit Committee, November 17, 2021

#	1st Page & Line #	Sponsor	Amendment Description
1	Pg. 5 Line 93	Balducci	**Metro Connects planning** {PL1} • Would require Metro to provide a report on the funding gap, funding options, and a planning process to implement Metro Connects (due by May 5, 2022)
2	Pg. 5 Line 93	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**RapidRide prioritization process** {RR2} • Would amend the reporting section of the ordinance to require that a RapidRide prioritization plan, which will include the tiers of lines to be developed in priority order, to be transmitted by June 30, 2024, and accepted by motion. • Would amend the reporting section of the ordinance to require updated information in the annual System Evaluation report on the performance of current equivalent routes to RapidRide candidate lines, as well as a status update on planned RapidRide lines. • Would outline a process and timeline for the prioritization of RapidRide implementation for the Interim Network, in alignment with the RapidRide prioritization plan, and would provide more detail about how candidate RapidRide lines should be prioritized for implementation and that the RTC will receive oral updates on Metro's proposed capital plans at least once each biennium following the submittal of the Executive's proposed budget. • Would include language that existing RapidRide routes will be prioritized for investment based on the factors used for evaluating candidates, such as equity and sustainability, and other factors such as safety, age and facility condition.
3	Pg. 5 Line 94	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Growth** {GM1} • Would amend the reporting section of the ordinance to require that Metro include in its annual report on its performance measure dashboard how Metro will align with VISION 2050 • Would add a "Growth" measure to the performance measures in the Strategic Plan to measure the percentage of housing units and jobs in regionally- and county-designated growth centers and the percentage of jobs within regionally- and county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations • Would add a "Planned Growth" measure to be developed as part of the performance measures in the Strategic Plan to coordinate with the PSRC to map the alignment of transit service with planned growth

#	1st Page & Line #	Sponsor	Amendment Description
4	Pg. 5 Line 97	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Equity metrics** {E2} • Would add the requirement that the route-level Equity Prioritization Scores (EPS) and Opportunity Index Scores (OIS) equity metrics be included in the annual System Evaluation report • Would add language to the Service Guidelines to summarize how equity is measured based on Equity Priority Area Scores • Would require that bus-stop level Census block group Equity Priority Area (EPAS) data be made available on request
5	ATT A p. 23	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Flexible Services** {MC2} • Technical amendment to add "flexible" to the list of Metro's family of services in the Strategic Plan
6	ATT B p. 5	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Service Reductions** {R1} • Would clarify that very low productivity routes (less than 10 rides per hour) may be considered for potential changes in system type, for example changing from fixed-route service to DART service. These very low productivity routes will be identified in the annual System Evaluation report as candidates for potential changes in service type. • Would clarify that Metro considers adjustments to fixed-route service to reduce the impacts of reductions on riders and may also consider flexible service as an alternative (through the process outlined in the "Planning Flexible Services" section of the Service Guidelines) if it is likely to result in significant cost savings and be successful.
7	ATT B p. 15	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Productivity metrics** {P1} • Would add language to the Service Guidelines to describe how productivity is measured and how it is used to determine the prioritization of routes for reduction (that is, that low-productivity routes are prioritized for reduction, and specifically, that low-productivity routes with low equity scores are the highest priority for reduction).

#	1st Page & Line #	Sponsor	Amendment Description
8	ATT B p. 17	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Service Restructures: goals and project area** {RS1} • Would clarify that, for each restructure, Metro would work with affected jurisdictions and community stakeholders to develop area-specific goals and strategies • Would add to the list of common goals for all restructures that restructures deliver integrated service that responds to changes in community needs and the transit network, such as connections to high-capacity transit services • Would add to the list of common goals for all restructures that restructures conducted under stable or growing resource scenarios would provide service at least similar to existing Metro service unless community-defined priorities in the project area suggest different service characteristics will better meet the needs • Would clarify that Metro may refine a project area based on feedback from stakeholders and that equity priority areas will be identified within each restructure area
9	ATT B p. 18	Balducci	**Service Restructures: service description** {ST1} • Would require Metro to provide a description of both Metro and other transit agency service in the project area both before and after a proposed restructure to provide a clear indication of the transit service available to riders
10	ATT B p. 18	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Service Restructures: service that is replaced by another agency's service** {ST2} • Would define service that is fully or partially "replaced" by Sound Transit or another agency's service to be defined using the definition of "duplicative service" in the Planning and Designing Service section • If Metro can meet the goals of the restructure Metro may redeploy service hours that are replaced • Would require Metro to describe how the restructure goals have been met and the progress toward achieving the long-range vision of Metro Connects • Would add additional considerations to the determination about whether routes are considered duplicative: Metro should consider transit access based on the frequency of service, for frequent service considering locations within ½ mile of a stop or station as having access and for other services, considering locations within ¼ mile of a stop or station

#	1st Page & Line #	Sponsor	Amendment Description
11A	ATT B p. 28	Balducci	**Marine services** {WT1} This amendment would make changes to the Service Guidelines and Metro Connects related to marine services, including: • It would clarify that marine services are currently funded by dedicated funding sources and would continue to be funded by those sources in the future, or by other sources specifically dedicated to marine travel. • It would state that planning for expansion of new marine service routes <u>should</u> (changed from "must" in original Amendment 11) consider the cost-benefit comparison of water taxi service to land-based service, including both fixed-route and flexible options and must use the County's adopted Service Guidelines. • It would state that passenger ferry service can provide fast and reliable connections "in appropriate locations" and can supplement the countywide transportation system "where it serves the network as well as, or better than, traditional fixed-route transit service." • It would ask Metro to develop a <u>technical report</u> (changed from a "Marine Services Strategic Plan" in the original Amendment 11) to update the analysis completed for the King County Ferry District 2014-2018 Strategic Plan to determine the desired level of water taxi service and the property tax rate that is needed. • It would remove language from Metro Connects related to investing in terminal infrastructure and new vessels to support service expansion, as well as language about coordinating with fixed-route and flexible services for improved transit connectivity.
12	ATT C p. 23	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly, Zahilay	**RapidRide K & R lines** {RR1} • This is a technical amendment. It would add language to clarify Metro's intent (and confirm the published maps in Metro Connects) that the RapidRide K and R lines will be the next to be developed and are anticipated to be completed by the time of the Interim Network
13	ATT C p. 35	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly	**Metro Connects: reference to service restructures** {RS4} • This is a technical amendment. It would remove the reference to service restructures from the Local Services section of Metro Connects for consistency, as the other service types do not refer to service restructures

November 17, 2021
PL1 – Planning and Funding
Metro Connects

[mbourguignon]

Sponsor:	Balducci
Proposed No.:	2021-0286

<div style="text-align:right;">**1**</div>

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 On page 5, after line 93, insert:

3   "A. A Metro Connects implementation report, which shall be transmitted by May

4 5, 2022, for acceptance by motion, and which shall include:

5   1. A description of the funding needed to implement Metro Connects, the gap

6 between the funding that is available and the total amount needed and a description of

7 potential funding sources that could be used to fill the funding gap; and

8   2. A description of the strategy the King County executive has implemented to

9 consult with community members and regional leaders to develop a plan to implement

10 Metro Connects, which should describe outreach and engagement with representatives

11 from communities historically lacking in access to or underserved by transit, the Sound

12 Cities Association, the city of Seattle, King County's regional transportation boards and

13 any other organization necessary to ensure that a broad representation of regional leaders

14 is consulted;"

15 Renumber the remaining subsections consecutively and correct any internal references

16 accordingly.

17

18   **EFFECT prepared by *Mary Bourguignon*: Would require Metro to provide a report**

19   **on the funding gap, funding options, and a planning process to implement Metro**

20   **Connects (due by May 5, 2022).**

November 17, 2021
RR2 – RapidRide
Prioritization

Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 On page 5, after line 93, insert:

3   "A. A RapidRide prioritization plan, which shall be transmitted by June 30, 2024,

4 for acceptance by motion, and which shall include:

5   1. Corridor evaluations of RapidRide candidate corridors based on the five

6 factors used in Metro Connects, which are equity, sustainability, service demand, capital

7 and implementation;

8   2. Preplanning level studies of candidate corridors that consider route

9 alignment, capital investment needs and cost estimates;

10   3. A description of stakeholder engagement with community members, affected

11 jurisdictions and partner agencies; and

12   4. A list of the RapidRide candidate lines organized by tier, with a description

13 of the priority level;"

14 Renumber the remaining subsections consecutively and correct any internal references

15 accordingly.

16

17 On page 5, after line 95, insert:

18   "1. For routes identified as RapidRide candidates, highlight and summarize the

19   performance of the current equivalent routes based on what is reported in the System

20   Evaluation and provide a status update on planned RapidRide lines;"

21   Renumber the remaining subsections consecutively and correct any internal references

22   accordingly.

23

24   In Attachment C, page 97, in the first paragraph of the "**Prioritizing RapidRide**

25   **implementation**" section, after "Metro will develop a prioritization plan to select the

26   specific RapidRide lines for the interim network, which will be informed by updated

27   corridor" strike "analyses, partner engagement, and corridor studies." and insert

28   "evaluation, stakeholder engagement, and corridor studies. The corridor evaluation will

29   use the same five factors used in the updated Metro Connects, which are equity,

30   sustainability, service demand, capital, and implementation. Stakeholder engagement will

31   include community stakeholders, affected jurisdictions, and partner agencies.

32   Metro will develop a RapidRide prioritization plan based on corridor studies that will

33   include a pre-planning level study of candidate corridors that consider route alignment,

34   capital investment needs, and cost estimates. The prioritization plan will organize

35   RapidRide candidate lines into tiers by their priority and potential timeframe for

36   implementation. The top tier RapidRide candidates will include those planned to be

37   implemented for the interim network and the second tier will be the lines next to be

38   developed if funded. Work on the first RapidRide prioritization plan will begin in 2022

39   and the plan will be presented to the Regional Transit Committee and Council for

40   acceptance by motion upon its completion.

41   Decisions about RapidRide implementation will be made through Metro's biennial budget

42   process, in alignment with the RapidRide prioritization plan, and adopted by the King

43   County Council. Metro will provide an oral report to the Regional Transit Committee on

44   its proposed capital program at least once each biennium, following the transmittal of the

45   Executive's proposed biennial budget. Metro will also provide relevant data and status

46   updates on RapidRide in the annual System Evaluation report. In addition, Metro will

47   maintain ongoing consultation with community stakeholders, affected jurisdictions, and

48   partner agencies to discuss quantitative and qualitative data informing the future of all

49   candidate routes. Such consultation will enable Metro to work with affected jurisdictions

50   to facilitate transit supportive land uses and right-of-way improvements that are critical to

51   RapidRide implementation. Decisions about investment in existing RapidRide lines will

52   be prioritized based on the factors used for evaluating candidates, such as equity and

53   sustainability, and other factors such as safety, age and facility condition."

54

55   In Attachment C, page 97, after "Metro will identify and implement future RapidRide

56   lines by:" in the "2." of the four numbered points, after "Assessing the potential of

57   candidate corridors based on community engagement" insert ", consultation with

58   jurisdictions and partner agencies, updated information from corridor studies and

59   analysis,"

60

61   In Attachment C, page 97, after "Metro will identify and implement future RapidRide

62   lines by:" in "3." of the four numbered points, after "Prioritizing and grouping the

- 3 -

63 selected candidates into tiers" insert "and including this information in the RapidRide

64 prioritization plan"

65

66 **EFFECT prepared by *Mary Bourguignon*:**

67 - **Would amend the reporting section of the ordinance to require that a**

68 **RapidRide prioritization plan, which will include the tiers of lines to be**

69 **developed in priority order, to be transmitted by June 30, 2024, and accepted**

70 **by motion.**

71 - **Would amend the reporting section of the ordinance to require updated**

72 **information in the annual System Evaluation report on the performance of**

73 **current equivalent routes to RapidRide candidate lines, as well as a status**

74 **update on planned RapidRide lines.**

75 - **Would outline a process and timeline for the prioritization of RapidRide**

76 **implementation for the Interim Network, in alignment with the RapidRide**

77 **prioritization plan, and would provide more detail about how candidate**

78 **RapidRide lines should be prioritized for implementation and that the RTC**

79 **will receive oral updates on Metro's proposed capital plans at least once each**

80 **biennium following the submittal of the Executive's proposed budget.**

81 - **Would include language that existing RapidRide routes will be prioritized**

82 **for investment based on the factors used for evaluating candidates, such as**

83 **equity and sustainability, and other factors such as safety, age and facility**

84 **condition.**

85 **The language in context is shown below:**

86

88

Prioritizing RapidRide implementation

90   As described in the "RapidRide service" section, the 2021 update to Metro Connects
91   moved to a programmatic approach for identifying future RapidRide lines. Metro
92   identified a pool of candidate lines for the interim and 2050 RapidRide networks
93   rather than a specific set of routes. Metro will develop a prioritization plan to select
94   the specific RapidRide lines for the interim network, which will be informed by
95   updated corridor ((analyses)) evaluation, ((partner)) stakeholder engagement, and
96   corridor studies. The corridor evaluation will use the same five factors used in the
97   updated Metro Connects, which are equity, sustainability, service demand, capital,
98   and implementation. Stakeholder engagement will include community stakeholders,
99   affected jurisdictions, and partner agencies.

100   Metro will develop a RapidRide prioritization plan based on corridor studies that will
101   include a pre-planning level study of candidate corridors that consider route
102   alignment, capital investment needs, and cost estimates. The prioritization plan will
103   organize RapidRide candidate lines into tiers by their priority and potential timeframe
104   for implementation. The top tier RapidRide candidates will include those planned to
105   be implemented for the interim network and the second tier will be the lines next to
106   be developed if funded. Work on the first RapidRide prioritization plan will begin in
107   2022 and the plan will be presented to the Regional Transit Committee and Council
108   for acceptance by motion upon its completion.

109   Decisions about RapidRide implementation will be made through Metro's biennial
110   budget process, in alignment with the RapidRide prioritization plan, and adopted by
111   the King County Council. Metro will provide an oral report to the Regional Transit
112   Committee on its proposed capital program at least once each biennium, following
113   the transmittal of the Executive's proposed biennial budget. Metro will also provide
114   relevant data and status updates on RapidRide in the annual System Evaluation
115   report. In addition, Metro will maintain ongoing consultation with community
116   stakeholders, affected jurisdictions, and partner agencies to discuss quantitative and
117   qualitative data informing the future of all candidate routes. Such consultation will
118   enable Metro to work with affected jurisdictions to facilitate transit supportive land
119   uses and right-of-way improvements that are critical to RapidRide implementation.
120   Decisions about investment in existing RapidRide lines will be prioritized based on
121   the factors used for evaluating candidates, such as equity and sustainability, and
122   other factors such as safety, age and facility condition. This approach will allow Metro
123   to make decisions about RapidRide that are more informed by timely data and
124   community input.

125 **Figure 1   RapidRide Prioritization Process**
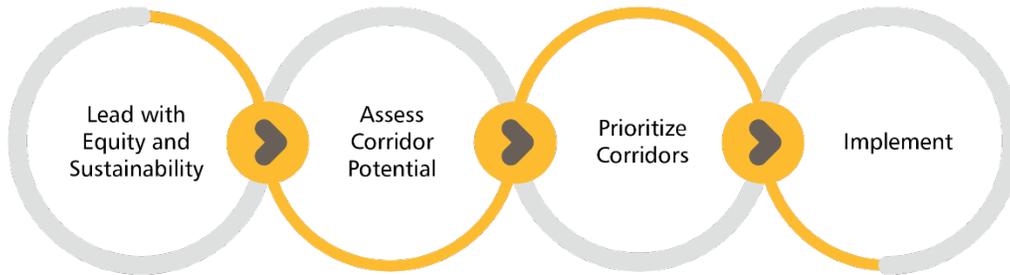
126

127 Metro will identify and implement future RapidRide lines by:

128 1. Leading with equity and sustainability in identifying the top candidates

129 2. Assessing the potential of candidate corridors based on community
130 engagement, consultation with jurisdictions and partner agencies, updated
131 information from corridor studies and analysis, and other implementation
132 factors

133 3. Prioritizing and grouping the selected candidates into tiers and including this
134 information in the RapidRide prioritization plan

135 4. Implementing corridors via the biennial budget process and Capital
136 Improvement Plan

137

138 Figure 31 illustrates this process, which is explained in detail in Technical Report C.
139 RapidRide Expansion Report.

140

- 6 -

November 17, 2021

GM1 – Growth

<div style="border:1px solid black; display:inline-block; padding:10px;">**3**</div>

	Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly
[mbourguignon]		
	Proposed No.:	2021-0286

1 **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2 On page 5, line 108, after "plan;" strike "and" and insert:

3   "2. Data and a description of how the Metro transit department's plans and

4 policies are aligned with VISION 2050, the Puget Sound region's growth management

5 policy;"

6 Renumber the remaining subsections consecutively and correct any internal references

7 accordingly.

8

9 In Attachment A, page 9, in the "**(TRANSIT ORIENTED COMMUNITIES)**" section

10 of Table 1, in the "**Measures**" column, after "**Commercial Space:** At Metro-owned

11 properties used for transit-oriented development commercial space square feet by year."

12 insert:

13 "**Growth:** Measure the percentage of housing units and jobs in regionally or county-

14 designated growth centers and the percentage of jobs within regionally or county-

15 designated manufacturing/industrial centers that are within ½ mile of frequent transit

16 service stops or stations.

- 1 -

17   *Planned Growth: To be developed. Coordinate with the Puget Sound Regional Council*

18   *to map the alignment of transit service with planned growth.*"

19

20   In Attachment A, page 80, in the "**TRANSIT ORIENTED COMMUNITIES**" section

21   of Table 2, in the "**Measures**" column, after "**Commercial Space:** At Metro-owned

22   properties used for transit-oriented development commercial space square feet by year."

23   insert:

24   "**Growth:** Measure the percentage of housing units and jobs in regionally or county-

25   designated growth centers and the percentage of jobs within regionally or county-

26   designated manufacturing/industrial centers that are within ½ mile of frequent transit

27   service stops or stations.

28   *Planned Growth: To be developed. Coordinate with the Puget Sound Regional Council*

29   *to map the alignment of transit service with planned growth.*"

30

31   **EFFECT prepared by *Mary Bourguignon*: The amendment would:**

32   • **Amend the reporting section of the ordinance to require that Metro include**

33   **in its an annual report on its performance measure dashboard how Metro**

34   **will align with VISION 2050.**

35   • **Add a "Growth" measure to the performance measures in the Strategic Plan**

36   **to measure the percentage of housing units and jobs in regionally and**

37   **county-designated growth centers and the percentage of jobs within**

38   **regionally and county-designated manufacturing/industrial centers that are**

39   **within ½ mile of frequent transit service stops or stations**

40   • **Add a "Planned Growth" measure to be developed as part of the**

41   **performance measures in the Strategic Plan to coordinate with the PSRC to**

42   **map the alignment of transit service with planned growth**

43   **Language in the Strategic Plan in context:**

44

45 | Attachment A, Table 1, p. 9 |

46

Objectives	Strategies	Measures
Goal: Support thriving, equitable, transit-oriented communities that foster economic development (TRANSIT ORIENTED COMMUNITIES) 🏠		
Support healthy communities, a thriving economy, and a sustainable environment. Outcome: Investments support equitable economic development and vibrant, sustainable, mixed-use, and mixed-income transit-oriented communities.	Support Metro's equitable transit-oriented communities' policy, using Metro's authority and influence as a transit provider and property owner. Support jurisdictions and planning organizations in implementing the regional growth strategy that envisions an integrated transportation system linking cites and centers. Support equitable economic development and improved regional mobility through Metro's mobility services, use of transportation infrastructure, and partnerships. Encourage transit-supportive land use.	▪ **Housing Units:** At Metro-owned properties used for transit-oriented development broken down by: - Completed - In development - In planning - Number of affordable housing units ▪ **Commercial Space:** At Metro-owned properties used for transit-oriented development commercial space square feet by year. ▪ **Growth:** Measure the percentage of housing units and jobs in regionally or county-designated growth centers and the percentage of jobs within regionally or county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations. ▪ *Planned Growth: To be developed. Coordinate with the Puget Sound Regional Council to map the alignment of transit service with planned growth.*

48
49

50
51 | Attachment A, Table 2, p. 80 |
52

Goal	Outcomes	Measures
TRANSIT ORIENTED COMMUNITIES **Support thriving, equitable, transit-oriented communities that foster economic development**	Investments support equitable economic development and vibrant, sustainable, mixed-use, and mixed-income transit-oriented communities.	▪ **Housing Units:** At Metro-owned properties used for transit-oriented development broken down by: – Completed – In development – In planning – Number of affordable housing units ▪ **Commercial Space:** At Metro-owned properties used for transit-oriented development commercial space square feet by year. ▪ **Growth:** Measure the percentage of housing units and jobs in regionally or county-designated growth centers and the percentage of jobs within regionally or county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations. ▪ *Planned Growth: To be developed. Coordinate with the Puget Sound Regional Council to map the alignment of transit service with planned growth.*
	The amount and types of affordable housing near frequent transit increase.	▪ **Affordable Housing Near Transit:** Percent of all and new rental units within ½ mile of frequent transit service that are affordable by median income brackets (regional measure)

53
54

- 4 -

November 17, 2021
E2 – Equity metrics in System
Evaluation report

	Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly
[mbourguignon]		
	Proposed No.:	2021-0286

1   **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2   On page 5, line 97, after "resulting scores" insert ", including route-level equity metrics,"

3

4   In Attachment B, page 4, strike Table 1 and insert:

5   **"Table 1   Performance Measures for Fixed-Route Service**

Type of Measure	Measures Used
Ridership	Average daily ridership
Productivity	Rides per platform hour
	Passenger miles per platform mile
Passenger loads	Average of maximum load per trip
Reliability	Trips arriving more than 5 minutes late at a time point
Equity	Equity Prioritization Score
	Opportunity Index Score

6   "

7   In Attachment B, page 6, at the bottom of the page, after the "**Measuring Schedule**

8   **Reliability**" section line "Routes identified as unreliable are candidates for investments."

9   insert:

10 "**Measuring Equity**

11 Equity factors show how well a route serves equity priority areas, which are areas where

12 historically underserved populations are concentrated, as identified in the Mobility

- 1 -

13   Framework and Metro's 2021-2031 Strategic Plan. This ensures that transit service

14   growth needs consider equity. Equity priority areas are identified using equity priority

15   area scores (EPAS), which use demographic information for the census block groups in

16   which each bus stop is located. These EPAS scores are described in more detail in the

17   "Setting Target Service Levels" section of the Service Guidelines. EPAS scores will be

18   made available to community members or jurisdiction staff or officials upon request.

19   Each bus route receives two route-level equity scores to measure how well the route

20   serves equity priority areas: the equity prioritization score (EPS) is calculated based on

21   the average of the route's equity prioritization area scores; and the opportunity index

22   score (OIS) is calculated based on the percentage of stops along a route that have the

23   highest equity priority area score. These route-level equity scores are used to help

24   prioritize service investments and reductions and will be included in the annual System

25   Evaluation report."

26

27   **EFFECT prepared by *Mary Bourguignon*: Would require the annual System**

28   **Evaluation report to include two route-level equity metrics: the Equity**

29   **Prioritization Score (EPS) and the Opportunity Index Score (OIS). Would require**

30   **that bus stop-level equity information (the Equity Priority Area Scores, or EPAS) be**

31   **made available upon request.**

32   **The language in context is shown below:**

33

34

35

36

Evaluating Existing Fixed Route Services

37

38

39 Metro regularly monitors and manages the performance of the transit system to
40 determine if service changes should be made to meet community needs. Metro
41 evaluates all fixed-route service (bus and DART) annually, measuring ridership,
42 productivity, passenger loads, and reliability. The results are published in an annual
43 System Evaluation Report. (Measures used to monitor performance of flexible and
44 marine services are outlined in the Planning and Developing Services section of this
45 report.)

46 **Table 2   Performance Measures for Fixed-Route Service**

Type of Measure	Measures Used
Ridership	Average daily ridership
Productivity	Rides per platform hour
	Passenger miles per platform mile
Passenger loads	Average of maximum load per trip
Reliability	Trips arriving more than 5 minutes late at a time point
Equity	Equity Prioritization Score
	Opportunity Index Score

Measuring Ridership and Productivity

47

48 Metro measures ridership and productivity to identify services where performance is
49 strong or weak, to determine if they are candidates for addition, reduction, or
50 restructuring for each service family.

51 Ridership is measured by counting the average number of riders daily for each route
52 on weekdays, Saturdays, and Sundays.

53 Productivity is measured by counting the average number of riders daily relative to
54 the amount of service provided. Two measures are used:

55 ▪ **Rides per platform hour** measures the number of riders who board a transit
56   vehicle relative to the total number of hours that a vehicle operates (from
57   leaving the base until it returns).
58 ▪ **Passenger miles per platform mile** measures the total miles riders travel
59   on a route relative to the total miles that a vehicle operates (from leaving the
60   base until it returns).

61 The two productivity measures reflect the different values that services provide in
62 the transit system. Routes with a higher number of riders getting on and off relative
63 to the time the bus is in operation perform well on the rides-per-platform-hour

64 measure. Routes with full and even loading along the route perform well on the
65 passenger-miles-per-platform-mile measure.

66 Metro has classified routes into three service families based on the primary market
67 served as well as other characteristics of service described below. These service
68 families enable Metro to compare the performance of routes with similar services to
69 reflect the different land uses and purposes of service throughout the county.

70 ▪ **Urban** routes serve the regionally designated Regional Growth Centers of
71   Seattle Downtown, First Hill/Capitol Hill, South Lake Union, the University
72   District, and Uptown. These areas have the highest densities in the county,
73   the highest historical transit use, and the highest market potential for transit.
74 ▪ **Suburban** routes serve cities throughout King County or serve Seattle but do
75   not connect to the centers listed above.
76 ▪ **Rural and DART** routes serve lower-density areas. Rural routes serve as
77   connectors between rural communities and between rural communities and
78   larger cities. They are defined as having at least 35 percent of their route
79   outside the urban growth boundary. DART routes provide fixed-route service
80   and have the ability to deviate from their fixed routing in lower-density areas.

81 Performance thresholds have been established for peak, off-peak, and nighttime
82 periods and for urban, suburban, and rural/DART service families for each of the two
83 performance measures. Low performance is defined as route productivity that ranks
84 in the bottom 25 percent of all routes within a service family and time period. High
85 performance is defined as route productivity in the top 25 percent.

86 Fixed-route services in the bottom 25 percent on both route productivity measures
87 are the first candidates for potential reduction if service must be reduced. However,
88 reduction of these routes is not automatic; other factors are considered as well. More
89 detailed information about reduction planning is available on page 15.

90 Fixed-route transit services that have very low productivity likely have an adverse
91 impact on climate change. A Metro analysis of emissions by vehicle type found that a
92 40-foot diesel-hybrid bus with less than 10 rides per hour likely emits more greenhouse
93 gasses than if all of those passengers drove vehicles for their trips. When the annual
94 System Evaluation Report identifies fixed-route service that attracts fewer than 10
95 rides per hour within a given time period, Metro will consider transitioning the service
96 to DART or other lower-emission options. Metro will consider changing service that
97 falls within the threshold of less than 10 rides per hour at any point.

98 Measuring Passenger Loads

99   Metro uses two separate measures of passenger loads: number of passengers
100 compared to space on the bus; and the amount of time the bus has a standing load
101 (standing load time).

102 A passenger load threshold for overcrowding is calculated for each trip, based on the
103 characteristics of the bus type scheduled for the trip. This threshold is determined by:

104 ▪ The number of seats on the bus, plus
105 ▪ The number of standing people that can fit on the bus, when each standing
106   person is given no less than four square feet of floor space.

- 4 -

107   A trip's standing load time is determined by measuring the amount of time that the
108   number of passengers on the bus exceeds the number of seats.

109   Poor performance is defined as when the average maximum load of a trip exceeds its
110   passenger load threshold, or when a trip has a standing load for more than 20
111   minutes. Passenger loads are averaged on a per trip basis using counts from an
112   entire service change period, usually a period of about six months. Trips will be
113   identified as overcrowded if they have average maximum passenger loads higher
114   than the passenger load threshold for the entire service change period. Routes with
115   overcrowded trips are candidates for investment.

116   Measuring Schedule Reliability

117   Service will adhere to published schedules, within reasonable variance. Metro defines
118   "on time" as arrival at a designated point along a route that is no more than five
119   minutes later or one minute earlier than the scheduled arrival time. A route is
120   defined as unreliable if it operates late more than 20 percent of the time.

121   For some RapidRide and very frequent services, Metro measures reliability of service
122   based on the consistency of headways—the time between buses—rather than the
123   schedule. This way of measuring reliability better reflects how customers use these
124   services and assess reliability. When headways are seven minutes or less, a bus is
125   considered on time when it comes within two minutes of the intended headway.
126   When headways are between eight to 15 minutes, a bus is considered on time when
127   it comes within three minutes of the intended headway. These routes are defined as
128   unreliable if they are fall outside the headway range more than 20 percent of the
129   time. These performance measures, thresholds, and management techniques may be
130   revised as part of ongoing projects.

131   Routes identified as unreliable are candidates for investments.

132   Measuring Equity

133   Equity factors show how well a route serves equity priority areas, which are areas
134   where historically underserved populations are concentrated, as identified in the
135   Mobility Framework and Metro's 2021-2031 Strategic Plan. This ensures that transit
136   service growth needs consider equity. Equity priority areas are identified using equity
137   priority area scores (EPAS), which use demographic information for the census block
138   groups in which each bus stop is located. These EPAS scores are described in more
139   detail in the "Setting Target Service Levels" section of the Service Guidelines. EPAS
140   scores will be made available to community members or jurisdiction staff or officials
141   upon request.

142   Each bus route receives two route-level equity scores to measure how well the route
143   serves equity priority areas: the equity prioritization score (EPS) is calculated based
144   on the average of the route's equity prioritization area scores; and the opportunity
145   index score (OIS) is calculated based on the percentage of stops along a route that
146   have the highest equity priority area score. These route-level equity scores are used
147   to help prioritize service investments and reductions and will be included in the
148   annual System Evaluation report.

149

November 17, 2021

MC2 – Flexible service

Sponsor: Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1   **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2   In Attachment A, page 23, in the "**An Integrated Network**" section, in the second

3   paragraph, after "These include Metro's RapidRide, frequent, express, local transit,"

4   insert "flexible,"

5

6   **EFFECT prepared by *Mary Bourguignon*: Would add "flexible" to the list of**

7   **Metro's family of services in the Strategic Plan. The language in context is shown**

8   **below:**

9
10   Attachment A, "An Integrated Network" section, p. 23
11

An Integrated Network

13   Metro and its partners jointly plan and operate a regional mobility
14   network: one easy-to-use system that enables people to move seamlessly
15   throughout the region using different modes and mobility services.

16   As a mobility agency, Metro combines its high-capacity, fixed-route transit services
17   with other mobility options. As envisioned in Metro Connects, this integrated transit
18   network includes connections among different services owned and operated by
19   different partners. These include Metro's RapidRide, frequent, express, local transit,
20   flexible, vanpool, and water taxi services; Sound Transit's Link light rail, bus rapid
21   transit, express bus, and Sounder services; and the Seattle Streetcar.

- 1 -

November 17, 2021

R1 – Service reductions
(includes R1, R2, R3)

[mbourguignon]

Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly
Proposed No.:	2021-0286

1   **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2   In Attachment B, page 5, in the last paragraph in the "**Measuring Ridership and**

3   **Productivity**" section, after "Fixed-route transit services that have very low productivity

4   likely have an adverse impact on climate change." strike "A Metro analysis of emissions

5   by vehicle type found that a 40-foot diesel-hybrid bus with less than 10 rides per hour

6   likely emits more greenhouse gasses than if all of those passengers drove vehicles for

7   their trips. When the annual System Evaluation Report identifies fixed-route service that

8   attracts fewer than 10 rides per hour within a given time period, Metro will consider

9   transitioning the service to DART or other lower-emission options. Metro will consider

10 changing service that falls within the threshold of less than 10 rides per hour at any

11 point." and insert "Metro found that fixed-route transit services with very low

12 productivity, less than 10 rides per hour, likely emit more greenhouse gasses than if all of

13 those passengers drove vehicles for their trips. These routes would be candidates for

14 potential changes in service type. For example, fixed route bus service may transition to a

15 DART route. Routes with this level of very low productivity are identified in the annual

16 System Evaluation report as candidates for potential changes in service type."

17

- 1 -

18 In Attachment B, page 15, in the "**REDUCING SERVICE**" section, at the end of the

19 second bolded point, "**Ways to minimize impacts through restructuring service.**" after

20 "By consolidating service to eliminate duplication, and by closely matching service with

21 demand, Metro may be able to provide needed trips at reduced cost and minimize impacts

22 on riders." insert "Metro also considers potential adjustments to fixed-route service in

23 order to reduce the impact of service reductions on riders. If adjustments to fixed-route

24 service will not likely result in productive service, Metro may consider flexible service as

25 an alternative to low-productivity fixed-route service if it is likely to result in significant

26 cost savings and be successful based on evaluation criteria and considerations outlined in

27 the "Planning Flexible Services" section."

28

29 **EFFECT prepared by *Mary Bourguignon*:**

30 - **Would clarify that very low productivity routes (less than 10 rides per hour)**

31   **may be considered for potential changes in system type, for example**

32   **changing from fixed-route service to DART service. These very low**

33   **productivity routes are identified in the annual System Evaluation report.**

34 - **Would clarify that Metro considers adjustments to fixed-route service to**

35   **reduce the impacts of reductions on riders and may also consider flexible**

36   **service as an alternative (through the process outlined in the "Planning**

37   **Flexible Services" section of the Service Guidelines) if it is likely to result in**

38   **significant cost savings and be successful.**

39 **The language in context is shown below:**

40

42   Attachment B, "Measuring Ridership and Productivity" section, pp. 4-5

43

44 Measuring Ridership and Productivity

45 Metro measures ridership and productivity to identify services where performance is
46 strong or weak, to determine if they are candidates for addition, reduction, or
47 restructuring for each service family.

48 Ridership is measured by counting the average number of riders daily for each route
49 on weekdays, Saturdays, and Sundays.

50 Productivity is measured by counting the average number of riders daily relative to
51 the amount of service provided. Two measures are used:

52   ▪ **Rides per platform hour** measures the number of riders who board a transit
53   vehicle relative to the total number of hours that a vehicle operates (from
54   leaving the base until it returns).

55   ▪ **Passenger miles per platform mile** measures the total miles riders travel
56   on a route relative to the total miles that a vehicle operates (from leaving the
57   base until it returns).

58 The two productivity measures reflect the different values that services provide in
59 the transit system. Routes with a higher number of riders getting on and off relative
60 to the time the bus is in operation perform well on the rides-per-platform-hour
61 measure. Routes with full and even loading along the route perform well on the
62 passenger-miles-per-platform-mile measure.

63 Metro has classified routes into three service families based on the primary market
64 served as well as other characteristics of service described below. These service
65 families enable Metro to compare the performance of routes with similar services to
66 reflect the different land uses and purposes of service throughout the county.

67   ▪ **Urban** routes serve the regionally designated Regional Growth Centers of
68   Seattle Downtown, First Hill/Capitol Hill, South Lake Union, the University
69   District, and Uptown. These areas have the highest densities in the county,
70   the highest historical transit use, and the highest market potential for transit.

71   ▪ **Suburban** routes serve cities throughout King County or serve Seattle but do
72   not connect to the centers listed above.

73   ▪ **Rural and DART** routes serve lower-density areas. Rural routes serve as
74   connectors between rural communities and between rural communities and
75   larger cities. They are defined as having at least 35 percent of their route
76   outside the urban growth boundary. DART routes provide fixed-route service
77   and have the ability to deviate from their fixed routing in lower-density areas.

78 Performance thresholds have been established for peak, off-peak, and nighttime
79 periods and for urban, suburban, and rural/DART service families for each of the two
80 performance measures. Low performance is defined as route productivity that ranks
81 in the bottom 25 percent of all routes within a service family and time period. High
82 performance is defined as route productivity in the top 25 percent.

83 Fixed-route services in the bottom 25 percent on both route productivity measures
84 are the first candidates for potential reduction if service must be reduced. However,
85 reduction of these routes is not automatic; other factors are considered as well. More
86 detailed information about reduction planning is available on page 15.

87 Fixed-route transit services that have very low productivity likely have an adverse
88 impact on climate change. ((A Metro analysis of emissions by vehicle type found that a
89 40-foot diesel-hybrid bus with less than 10 rides per hour likely emits more greenhouse
90 gasses than if all of those passengers drove vehicles for their trips. When the annual
91 System Evaluation Report identifies fixed-route service that attracts fewer than 10
92 rides per hour within a given time period, Metro will consider transitioning the service
93 to DART or other lower-emission options. Metro will consider changing service that
94 falls within the threshold of less than 10 rides per hour at any point.)) Metro found
95 that fixed-route transit services with very low productivity, less than 10 rides per
96 hour, likely emit more greenhouse gasses than if all of those passengers drove
97 vehicles for their trips. These routes would be candidates for potential changes in
98 service type. For example, fixed route bus service may transition to a DART route.
99 Routes with this level of very low productivity are identified in the annual System
100 Evaluation report as candidates for potential changes in service type.

101

102 | Attachment B, "Reducing Service" section, pp. 15-16 |

103

104 # REDUCING SERVICE

105 When Metro must reduce service, the guidelines help identify the services to be
106 reduced. However, the guidelines are only a starting point. Metro also considers
107 other factors including community input, opportunities to achieve system efficiencies
108 and to simplify the network through restructures, and the potential for offering
109 flexible services. (Guidelines for reducing flexible and marine services are discussed
110 separately in the Planning and Developing Service section.)

111 Some factors that Metro considers when reducing service include:

112 ▪ **The relative impacts to all areas of the county to minimize or mitigate**
113   **significant impacts in any one area.** Metro seeks to balance reductions
114   throughout the county so that no one area experiences significant negative
115   impacts beyond what other areas experience.

116 ▪ **Ways to minimize impacts through restructuring service.** Metro
117   considers restructuring service to make it more efficient and equitable. By
118   consolidating service to eliminate duplication, and by closely matching service
119   with demand, Metro may be able to provide needed trips at reduced cost and
120   minimize impacts on riders. Metro also considers potential adjustments to
121   fixed-route service in order to reduce the impact of service reductions on
122   riders. If adjustments to fixed-route service will not likely result in productive
123   service, Metro may consider flexible service as an alternative to low-
124   productivity fixed-route service if it is likely to result in significant cost savings
125   and be successful based on evaluation criteria and considerations outlined in
126   the "Planning Flexible Services" section.

- 4 -

127   ▪   **The identified investment need on routes.** While no route or area is
128   exempt from change during a large-scale system reduction, Metro will try to
129   avoid reducing service on routes that are high priorities for investment and
130   included in the Metro Connects interim network.

131   ▪   **Preservation of last connections.** Metro serves some urbanized areas of
132   east and south King County that are surrounded by rural land. Elimination of
133   all service in these areas would significantly reduce the coverage Metro
134   provides. Preservation of last connections will ensure that Metro continues to
135   address mobility needs throughout King County.

136   ▪   **Equity needs.** Metro will consider route-level Opportunity Index Scores as it
137   sets priorities for potential service reduction. Opportunity Index Scores are a
138   quintile ranking based on the percentage of stops along a route that serve
139   block groups with an equity priority area score of five. This will help ensure
140   that Metro continues serving areas where needs are greatest. Routes that
141   have the highest percentage of stops within the highest priority areas are
142   given a score of five. Routes that have the lowest percentage of stops within
143   the highest priority areas are given a score of one. Metro will also use
144   information about physical community assets to help ensure it provides
145   service to important places throughout the county. More information on how
146   Opportunity Index Scores are used is below.

147

P1 – Role of route productivity
in reductions

Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.:	2021-0286

1   **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2   In Attachment B, page 15, in the "**REDUCING SERVICE**" section, after the fourth

3   bolded point, "**Preservation of last connections.**" after "Preservation of last connections

4   will ensure that Metro continues to address mobility needs throughout King County."

5   insert:

6   "**Route productivity.** Metro uses two measures to determine the productivity of each

7   route: rides per platform hours measures the number of riders who board a transit vehicle

8   relative to the total number of hours that a vehicle operates; and passenger miles per

9   platform mile measures the total miles riders travel on a route relative to the total miles

10   that a vehicle operates. Routes' productivity measures are organized into three service

11   families (urban, suburban, and rural/DART) and three time periods (peak, off-peak, and

12   nighttime). Low performance is defined as route productivity that ranks in the bottom 25

13   percent of all routes within a service family and time period."

14

15   In Attachment B, page 16, in the "**Reduction Priorities**" section, in the first paragraph,

16   after "Priorities for reduction are listed in Table 6." insert "Productivity and equity

17   measures are used to prioritize candidates for service reduction. Routes with low

- 1 -

18   performance on the productivity measures, and specifically those that also have low

19   equity scores, are generally the first to the prioritized for reduction."

20   **EFFECT prepared by *Mary Bourguignon*: Would describe how productivity is**

21   **measured and how it is used to determine the prioritization of routes for reduction**

22   **(that is, that low-productivity routes are prioritized for reduction, and specifically,**

23   **that low-productivity routes with low equity scores are the highest priority for**

24   **reduction). The language in context is shown below:**

25 | Attachment B, "Reducing Service" section, pp. 15-16 |

26   # REDUCING SERVICE

27   When Metro must reduce service, the guidelines help identify the services to be
28   reduced. However, the guidelines are only a starting point. Metro also considers
29   other factors including community input, opportunities to achieve system efficiencies
30   and to simplify the network through restructures, and the potential for offering
31   flexible services. (Guidelines for reducing flexible and marine services are discussed
32   separately in the Planning and Developing Service section.)

33   Some factors that Metro considers when reducing service include:

34   - **The relative impacts to all areas of the county to minimize or mitigate**
35   **significant impacts in any one area.** Metro seeks to balance reductions
36   throughout the county so that no one area experiences significant negative
37   impacts beyond what other areas experience.

38   - **Ways to minimize impacts through restructuring service.** Metro
39   considers restructuring service to make it more efficient and equitable. By
40   consolidating service to eliminate duplication, and by closely matching service
41   with demand, Metro may be able to provide needed trips at reduced cost and
42   minimize impacts on riders.

43   - **The identified investment need on routes.** While no route or area is
44   exempt from change during a large-scale system reduction, Metro will try to
45   avoid reducing service on routes that are high priorities for investment and
46   included in the Metro Connects interim network.

47   - **Preservation of last connections.** Metro serves some urbanized areas of
48   east and south King County that are surrounded by rural land. Elimination of
49   all service in these areas would significantly reduce the coverage Metro
50   provides. Preservation of last connections will ensure that Metro continues to
51   address mobility needs throughout King County.

52   - **Route productivity.** Metro uses two measures to determine the productivity
53   of each route: rides per platform hours measures the number of riders who
54   board a transit vehicle relative to the total number of hours that a vehicle

55 operates; and passenger miles per platform mile measures the total miles
56 riders travel on a route relative to the total miles that a vehicle operates.
57 Routes' productivity measures are organized into three service families
58 (urban, suburban, and rural/DART) and three time periods (peak, off-peak,
59 and nighttime). Low performance is defined as route productivity that ranks in
60 the bottom 25 percent of all routes within a service family and time period.

61 ▪ **Equity needs.** Metro will consider route-level Opportunity Index Scores as it
62 sets priorities for potential service reduction. Opportunity Index Scores are a
63 quintile ranking based on the percentage of stops along a route that serve
64 block groups with an equity priority area score of five. This will help ensure
65 that Metro continues serving areas where needs are greatest. Routes that
66 have the highest percentage of stops within the highest priority areas are
67 given a score of five. Routes that have the lowest percentage of stops within
68 the highest priority areas are given a score of one. Metro will also use
69 information about physical community assets to help ensure it provides
70 service to important places throughout the county. More information on how
71 Opportunity Index Scores are used is below.

Reduction Priorities

73 Priorities for reduction are listed in Table 6. Productivity and equity measures are
74 used to prioritize candidates for service reduction. Routes with low performance on
75 the productivity measures, and specifically those that also have low equity scores,
76 are generally the first to the prioritized for reduction. Within all priorities, Metro
77 ensures that equity is a primary consideration in any reduction proposal, complying
78 with all state and federal regulations.

79 The priority list is intended to address reductions to multiple trips within a time
80 period, cuts to all service in a time period, or deletion of routes. Individual low-
81 performing trips may also be considered for reductions outside of the priority list.

82 **Table 1   Factors and Prioritization Used to Identify Service Reductions Candidates**

Priority	Factors
1	Routes within the bottom 25% on both productivity measures and with Opportunity Index Scores of 3 or less
2	Routes within the bottom 25% on both productivity measures and with Opportunity Index Scores of 4 or 5
3	Routes within the bottom 25% on one productivity measure and with Opportunity Index Scores of 3 or less
4	Routes within the bottom 25% on one productivity measure and with Opportunity Index Scores of 4 or 5
5	Routes within the bottom 50% on one or both productivity measures and with Opportunity Index Scores of 3 or less
6	Routes within the bottom 50% on one or both productivity measures and with Opportunity Index Scores of 4 or 5

83

November 17, 2021
RS1 – Restructure goals
(Adds RS5 definition of
restructure area)

[mbourguignon]

Sponsor: Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly

Proposed No.: 2021-0286

1 <u>**AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**</u>

2 In Attachment B, page 17, in the last full paragraph on the page, below the "**Major**

3 **Development or Land Use Changes**" section, strike:

4 "Restructure projects will draw from common goals but will also have area-specific goals

5 that respond to the specific needs and issues in the community served by the project. One

6 of Metro's goals for any service restructure is to provide service connections,

7 frequencies, travel times, and span that are at least similar to existing Metro service.

8 Other common goals for restructures include:"

9 and insert:

10 "All project areas are different. Metro will develop area-specific goals and strategies for

11 each restructure with affected jurisdictions, partner agencies, and community

12 stakeholders. Common goals for all restructures include:"

13

14 In Attachment B, page 17, after the second bulleted point, "Inform, engage, and empower

15 current and potential customers in decision-making" insert:

16 • "Move toward Metro's long-range vision, Metro Connects"

17

- 1 -

18 In Attachment B, page 17, in the last two lines on the page, after "Deliver integrated

19 service that responds to changes in" strike "the transit network and community needs "

20 and insert "community needs and the transit network, such as connections to high-

21 capacity transit services

22 • When under stable or growing resource scenarios, provide service connections,

23   frequencies, travel times, and span at least similar to existing Metro service unless

24   community-defined priorities in the project area suggest different service

25   characteristics that will better meet their needs"

26

27 In Attachment B, page 18, after the bulleted point "Create convenient opportunities for

28 customers to transfer between services" strike:

29 • "Move toward Metro's long-range vision, Metro Connects."

30

31 In Attachment B, page 18, before the text box titled "**Data Considered for Service**

32 **Restructures**" insert:

33 "Metro may refine a restructure project area based on feedback from community

34 stakeholders, affected jurisdictions, and partner agencies. Equity priority areas will be

35 identified within each restructure project area."

36

37 **EFFECT prepared by *Mary Bourguignon*:**

38 • **Would clarify that for each restructure, Metro would work with affected**

39   **jurisdictions and community stakeholders to develop area-specific goals and**

40   **strategies.**

41   • **Would add to the list of common goals for all restructures that restructures**

42   **deliver integrated service that responds to changes in community needs and**

43   **the transit network, such as connections to high-capacity transit services.**

44   • **Would add to the list of common goals for all restructures that restructures**

45   **conducted under stable or growing resource scenarios would provide service**

46   **at least similar to existing Metro service unless community-defined priorities**

47   **in the project area suggest different service characteristics will better meet**

48   **the needs.**

49   • **Would clarify that Metro may refine a project area based on feedback from**

50   **stakeholders and that equity priority areas will be identified within each**

51   **restructure area.**

52

53   **The language in context is shown below:**

54
55 | Attachment B, "Restructuring Service" section, pp. 16-18 |
56

57   # RESTRUCTURING SERVICE

58   Service restructures or service redesigns are projects that make coordinated changes
59   to multiple routes and services within a large area, consistent with the service design
60   criteria in this document. A variety of circumstances may prompt restructures. In
61   general, they are done to improve the efficiency and effectiveness of the transit
62   system and to better integrate with the regional transit network, including light rail
63   and bus rapid transit expansions. Restructures may result in the modification,
64   addition, and deletion of services. Any changes that exceed Metro's administrative
65   authority must be approved by the King County Council as part of a service change
66   ordinance per King County Code Section 28.94.020.

67   Reasons Metro may restructure service include:

Major Transportation Network Changes

- Partner agencies initiate extension or enhancement of services such as Link light rail, Stride bus rapid transit (BRT), Sounder commuter rail, and Regional Express bus services.
- Metro's RapidRide BRT network is expanded, partner or grant resources are available for investment, or Metro introduces a significant new service.
- Multiple transit services overlap or provide similar connections.
- Major projects such as highway construction or the opening of new transit centers, park-and-rides, or transit priority pathways affect Metro's service.

Mismatch Between Service and Ridership

- There may be places where the transit network does not reflect current travel patterns.
- A route may serve multiple areas with significantly different demand characteristics.
- There are opportunities to consolidate or reorganize service so that higher rider demand can be met with improved service frequency and fewer route patterns.
- There are opportunities to serve new areas where development or land use has changed significantly.

Major Development or Land Use Changes

- Construction of a large-scale development, new institutions such as colleges or medical centers, or significant changes in the overall development of an area may occur.

((Restructure projects will draw from common goals but will also have area-specific goals that respond to the specific needs and issues in the community served by the project. One of Metro's goals for any service restructure is to provide service connections, frequencies, travel times, and span that are at least similar to existing Metro service. Other common goals for restructures include:))All project areas are different. Metro will develop area-specific goals and strategies for each restructure with affected jurisdictions, partner agencies, and community stakeholders. Common goals for all restructures include:

- Improve mobility for historically disadvantaged populations
- Inform, engage, and empower current and potential customers in decision-making
- Move toward Metro's long-range vision, Metro Connects
- Deliver integrated service that responds to changes in ((the transit network and community needs)) community needs and the transit network, such as connections to high-capacity transit services
- When under stable or growing resource scenarios, provide service connections, frequencies, travel times, and span at least similar to existing

108		Metro service unless community-defined priorities in the project area suggest
109		different service characteristics that will better meet their needs
110	▪	Increase transit ridership and productivity to reduce greenhouse gas
111		emissions in the county, and potentially reduce services where transit is not
112		providing a net reduction of emissions over car travel
113	▪	Focus frequent service on the service segments with the highest ridership
114	▪	Improve transit access to opportunities and address unmet needs of priority
115		populations
116	▪	Create convenient opportunities for customers to transfer between services
117	▪	((Move toward Metro's long-range vision, Metro Connects.))

108   Metro service unless community-defined priorities in the project area suggest
109   different service characteristics that will better meet their needs

110   ▪   Increase transit ridership and productivity to reduce greenhouse gas
111   emissions in the county, and potentially reduce services where transit is not
112   providing a net reduction of emissions over car travel

113   ▪   Focus frequent service on the service segments with the highest ridership

114   ▪   Improve transit access to opportunities and address unmet needs of priority
115   populations

116   ▪   Create convenient opportunities for customers to transfer between services

117   ▪   ((Move toward Metro's long-range vision, Metro Connects.))

118   Metro may refine a restructure project area based on feedback from community
119   stakeholders, affected jurisdictions, and partner agencies. Equity priority areas will
120   be identified within each restructure project area.

November 17, 2021
ST1 – Describe other
agencies' service in restructure

[mbourguignon]

Sponsor: Balducci

Proposed No.:   2021-0286

1   **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2   In Attachment B, page 18, in the first paragraph below the text box titled "**Data**

3   **Considered for Service Restructures**" section, before "In some instances, Sound Transit

4   or another agency's service may fully or partially replace an existing Metro service."

5   insert "As part of the process of developing a proposed service restructure, Metro will

6   provide a description of all transit services in the project area, both before and after the

7   proposed restructure. This will give jurisdictions, community members, riders, and other

8   stakeholders a clear indication of the transit services that are currently available and that

9   are proposed to be available after the restructure, whether those services are provided by

10   Metro, Sound Transit, or another transit partner."

11

12   **EFFECT prepared by *Mary Bourguignon*: Would require Metro to provide a**

13   **description of both Metro and other transit agency service in the project area both**

14   **before and after a proposed restructure to provide a clear indication of the transit**

15   **service available to riders. The language in context is shown below:**

16

17

Attachment B, "Restructuring Service" section, p. 18

18

19

20 As part of the process of developing a proposed service restructure, Metro will
21 provide a description of all transit services in the project area, both before and after
22 the proposed restructure. This will give jurisdictions, community members, riders,
23 and other stakeholders a clear indication of the transit services that are currently
24 available and that are proposed to be available after the restructure, whether those
25 services are provided by Metro, Sound Transit, or another transit partner. In some
26 instances, Sound Transit or another agency's service may fully or partially replace an
27 existing Metro service. If Metro can meet the goals outlined above and have
28 resources left over, it may redeploy resources from services replaced by other
29 agencies. By doing so, Metro could meet countywide needs according to the service
30 investment priorities outlined in this document. This approach aligns with guidance in
31 Metro's Strategic Plan and will help the County advance equity, address climate
32 change, and build toward the Metro Connects system.

33 After a service restructure, Metro will regularly evaluate the resulting transit services
34 as part of the ongoing management of Metro's transit system.

35

ST2 – Replaced service in a
restructure, duplicative service
definition

[mbourguignon]

<div style="text-align: right">

10

</div>

Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly
Proposed No.:	2021-0286

1 **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2 In Attachment B, page 18, in the first paragraph below the text box titled "**Data**

3 **Considered for Service Restructures**" strike:

4 "In some instances, Sound Transit or another agency's service may fully or partially

5 replace an existing Metro service. If Metro can meet the goals outlined above and have

6 resources left over, it may redeploy resources from services replaced by other agencies.

7 By doing so, Metro could meet countywide needs according to the service investment

8 priorities outlined in this document. This approach aligns with guidance in Metro's

9 Strategic Plan and will help the County advance equity, address climate change, and

10 build toward the Metro Connects system."

11 and insert:

12 "In some instances, Sound Transit or another agency's service may fully or partially

13 replace an existing Metro service and thereby potentially free up Metro service hours to

14 be deployed elsewhere. For example, a Link light rail extension or a new Sound Transit

15 or another agency's service that will offer an option that can replace all or a portion of a

16 Metro route, meeting the standard of duplicative service as defined in the "Route Spacing

17 and Duplication" subsection of the "Planning and Designing Service" section of this

18 document, may make Metro service hours available for redeployment.

19 If Metro can meet the goals outlined above and have service hours left over, it may

20 redeploy service hours replaced by other agencies. By doing so, Metro could meet

21 countywide needs according to the service investment priorities outlined in this

22 document. This approach aligns with guidance in Metro's Strategic Plan and will help the

23 County advance equity, address climate change, and build toward the Metro Connects

24 system."

25

26 In Attachment B, page 18, in the second paragraph below the text box titled "**Data**

27 **Considered for Service Restructures**" before "After a service restructure, Metro will

28 regularly evaluate the resulting transit services as part of the ongoing management of

29 Metro's transit system." insert "Metro will describe how the restructure goals have been

30 met and the progress toward achieving the long-range vision of Metro Connects."

31

32 In Attachment B, page 22, in the first bulleted, indented point, after "Two or more

33 parallel routes operate less than 1/2 mile apart for at least one mile, excluding operations

34 within a regional growth center or approaching a transit center where pathways are

35 limited" strike "." and insert ", or"

36

37 In Attachment B, page 22, before the **"5. Route Directness"** section, after "A rider can

38 choose between multiple modes or routes connecting the same origin and destination at

39 the same time of day." insert:

40 "Metro should consider transit access in defining a route or route segment as duplicative.

41 Access should be based on the frequency of service. For frequent service, locations

42 within ½ mile of a stop or station should be considered as having access. For all other

43 services, locations within ¼ mile of a stop or station should be considered as having

44 access. These measures are important because they indicate what percent of King County

45 residents could potentially reach transit service within a 5- to 10-minute walk."

46

47 **EFFECT prepared by *Mary Bourguignon*:**

48 • **Would define service hours that are fully or partially "replaced" by Sound**

49 **Transit or another agency's service to be defined using the definition of**

50 **"duplicative service" in the Planning and Designing Service section.**

51 • **If Metro can meet the goals of the restructure Metro may redeploy service**

52 **hours that are replaced.**

53 • **Would require Metro to describe how the restructure goals have been met**

54 **and the progress toward achieving the long-range vision of Metro Connects.**

55 • **Would add additional considerations to the determination about whether**

56 **routes are considered duplicative: Metro should consider transit access based**

57 **on the frequency of service, for frequent service considering locations within**

58 **½ mile of a stop or station as having access and for other services,**

59 **considering locations within ¼ mile of a stop or station.**

60 **The language in context is shown below:**

61

62

| Attachment B, "Restructuring Service" section, p. 18 |

64

In some instances, Sound Transit or another agency's service may fully or partially replace an existing Metro service and thereby potentially free up Metro service hours to be deployed elsewhere. For example, a Link light rail extension or a new Sound Transit or another agency's service that will offer an option that can replace all or a portion of a Metro route, meeting the standard of duplicative service as defined in the "Route Spacing and Duplication" subsection of the "Planning and Designing Service" section of this document, may make Metro service hours available for redeployment.

If Metro can meet the goals outlined above and have ((resources)) service hours left over, it may redeploy ((resources)) service hours replaced by other agencies. By doing so, Metro could meet countywide needs according to the service investment priorities outlined in this document. This approach aligns with guidance in Metro's Strategic Plan and will help the County advance equity, address climate change, and build toward the Metro Connects system.

Metro will describe how the restructure goals have been met and the progress toward achieving the long-range vision of Metro Connects. After a service restructure, Metro will regularly evaluate the resulting transit services as part of the ongoing management of Metro's transit system.

83

| Attachment B, "Route Spacing and Duplication" section, pp. 21-22 |

85

4. Route Spacing and Duplication

Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile. Studies show that riders are often willing to walk up to 1/4 mile, or further for frequent service. Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

Routes are defined as duplicative in the following circumstances:

- Two or more parallel routes operate less than 1/2 mile apart for at least one mile, excluding operations within a regional growth center or approaching a transit center where pathways are limited((.)), or
- A rider can choose between multiple modes or routes connecting the same origin and destination at the same time of day.

101

Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service. For frequent service, locations within ½ mile of a stop or station should be considered as having

105   access. For all other services, locations within ¼ mile of a stop or station should be
106   considered as having access. These measures are important because they indicate
107   what percent of King County residents could potentially reach transit service within a
108   5- to 10-minute walk.

November 17, 2021
WT1A – Clarification on funding, process for future water taxi lines

[mbourguignon]

Sponsor: Balducci

Proposed No.:   2021-0286

1   **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2   In Attachment B, page 28, in the first paragraph in the "**PLANNING MARINE**

3   **SERVICES**" section, after "The division is funded by a dedicated property tax levy,

4   passenger fares, and federal and state grants." insert "Future marine services will be

5   funded by these sources or other sources dedicated to marine travel."

6

7   In Attachment B, beginning on page 29, in the first paragraph in the "**Adding Service**"

8   section, after "The Marine Division will also conduct rider outreach via surveys and other

9   outreach methods to inform decisions about service additions." insert "Planning for any

10   expansion of new marine service routes should also consider the cost-benefit comparison

11   of water taxi service to land-based transit services, including fixed-route and flexible

12   service options."

13

14   In Attachment C, on page 39, in the first paragraph in the "**MARINE SERVICE**

15   **(WATER TAXI)**" section, strike "Expansion of passenger ferry service on Puget Sound

16   and Lake Washington will give people more reliable options for getting around and

17   connecting to the regional transit network. Passenger ferries also allow people to avoid

18   traffic congestion." and insert:

- 1 -

19 "Expansion of new passenger ferry service routes on Puget Sound and Lake Washington,

20 in appropriate locations, could provide more reliable options for getting around and

21 connecting to the regional transit network. Passenger ferries can also allow people to

22 avoid traffic congestion."

23

24 In Attachment C, beginning on page 39, in the first paragraph in the "**What will**

25 **passenger ferry service look like?**" section, strike "Passenger ferry service will be an

26 important component of the region's transportation system, providing fast and reliable

27 connections between locations on Puget Sound and Lake Washington. Ferries will

28 primarily serve commuter markets during peak times, year-round. Service hours could be

29 extended during summer and special events to accommodate rider demand." and insert:

30 "Passenger ferry service represents one component of the region's transportation system,

31 and can provide fast and reliable connections in appropriate locations. Ferries serve as a

32 supplement to the countywide transportation system in locations where it serves the

33 network as well as, or better than, traditional fixed-route transit service. Service hours

34 could be extended during summer and special events to accommodate rider demand."

35

36 In Attachment C, page 39, in the first sentence of the second paragraph in the "**What will**

37 **passenger ferry service look like?**" section, after "Ferry service" strike "complements"

38 insert "can complement"

39

40 In Attachment C, page 39, in the second paragraph in the "**What will passenger ferry**

41 **service look like?**" section, after "Planning for additions[17] or changes to ferry service

42   will consider Metro's core values: safety, equity, and sustainability.[18]" insert "As a

43   technical report to the Strategic Plan for Public Transportation, King County should

44   update the King County Ferry District 2014-2018 Strategic Plan to complete the policy-

45   level analysis and decision-making to determine the level of service desired for water

46   taxis and the property tax rate needed to provide that level of service. Until updated

47   strategic planning answers these questions, planning for expanded new marine service

48   routes must use the county's adopted Service Guidelines and consider the cost-benefit

49   comparison of water taxi service to land-based transit services, including fixed-route and

50   flexible service options."

51

52   In Attachment C, page 39, in the third paragraph in the "**What will passenger ferry**

53   **service look like?**" section, after "As with all service envisioned in Metro Connects,

54   Metro will need additional funding to expand passenger ferry service.[19]" insert "Marine

55   services are funded by a dedicated property tax levy, passenger fares, and federal and

56   state grants. Future marine services will be funded by these sources or other sources

57   specifically dedicated to marine travel."

58

59   In Attachment C, page 39, following the "**What will it take?**" section heading, strike:

60   ▪ **"Build on past studies to expand fast and reliable passenger ferry service as**

61   **part of the regional transit network.**

62   Evaluate connectivity and service to further the time and cost competitiveness of

63   passenger ferries as well as parking and land use compatibility.

- 3 -

64 ▪ **Engage with communities and partner with jurisdictions** to plan and locate

65   routes and terminals that meet their needs.

66 ▪ **Invest in terminal infrastructure and new vessels** to support service expansion.

67   Use new methods to reduce greenhouse gas emissions while maintaining speed

68   and reliability.

69 ▪ **Coordinate with fixed-route and flexible services for improved transit**

70   **connectivity.**

71   Provide an integrated transit solution as ferry service is added in King County."

72 and insert:

73 ▪ "**As a technical report to the Strategic Plan for Public Transportation,**

74   **update the King County Ferry District 2014-2018 Strategic Plan** to account

75   for current conditions, including changes in the Marine Division's organizational

76   structure and management, of the regional transit system and to King County

77   transit policies and procedures for planning and providing transit service,

78   including an equity analysis.

79 ▪ **As recommended in the King County Ferry District 2014-2018 Strategic**

80   **Plan, determine the desired level of service for passenger ferries** and required

81   property tax level to deliver that level of service.

82 ▪ **Build on the update to the 2014-2018 Strategic Plan and update past studies**

83   **to determine the role of passenger ferry service as part of the regional transit**

84   **network.**

85   Evaluate connectivity and service to further the time and cost competitiveness of

86   passenger ferries as well as parking and land use compatibility.

87   ▪ **Engage with communities and partner with jurisdictions** to complete strategic

88   planning for routes and terminals that enhance the regional transit system."

89

90   **EFFECT prepared by *Mary Bourguignon*: This amendment would make changes to**

91   **the Service Guidelines and Metro Connects related to marine services, including:**

92   • **It would clarify that marine services are currently funded by dedicated**

93   **funding sources and would continue to be funded by those sources in the**

94   **future, or by other sources specifically dedicated to marine travel.**

95   • **It would state that planning for expansion of new marine service routes**

96   **<u>should</u> (changed from "must" in original Amendment 11) consider the cost-**

97   **benefit comparison of water taxi service to land-based service, including both**

98   **fixed-route and flexible options and must use the County's adopted Service**

99   **Guidelines.**

100   • **It would state that passenger ferry service can provide fast and reliable**

101   **connections "in appropriate locations" and can supplement the countywide**

102   **transportation system "where it serves the network as well as, or better than,**

103   **traditional fixed-route transit service."**

104   • **It would ask Metro to develop a <u>technical report</u> (changed from a "Marine**

105   **Services Strategic Plan" in the original Amendment 11) to update the**

106   **analysis completed for the King County Ferry District 2014-2018 Strategic**

107   **Plan to determine the desired level of water taxi service and the property tax**

108   **rate that is needed.**

- 5 -

109   • **It would remove language from Metro Connects related to investing in**

110   **terminal infrastructure and new vessels to support service expansion, as well**

111   **as language about coordinating with fixed-route and flexible services for**

112   **improved transit connectivity.**

113   **The language in context is shown below:**

114

115 | Attachment B, "Planning Marine Services" section, p. 28 |

116

PLANNING MARINE SERVICES

117

118   Metro's Marine Division operates King County Water Taxi services. The division is
119   funded by a dedicated property tax levy, passenger fares, and federal and state
120   grants. Future marine services will be funded by these sources or other sources
121   dedicated to marine travel. It is responsible for the operation and maintenance of the
122   passenger ferry service and its vessels and terminals.

123

124 | Attachment B, "Adding Service" section, p. 29 |

125

Adding Service

126

127   Additional service may be needed to accommodate high demand. The passenger load
128   measure will be the primary indicator for when and where to add service. The Marine
129   Division will also conduct rider outreach via surveys and other outreach methods to
130   inform decisions about service additions. Planning for any expansion of new marine
131   service routes should also consider the cost-benefit comparison of water taxi service
132   to land-based transit services, including fixed-route and flexible service options.

133

134 | Attachment C, "MARINE SERVICE (WATER TAXI)" section, p. 39 |

135

MARINE SERVICE (WATER TAXI)

137   Expansion of new passenger ferry service routes on Puget Sound
138   and Lake Washington, in appropriate locations, could provide
139   ((will give people)) more reliable options for getting around and
140   connecting to the regional transit network. Passenger ferries can
141   also allow people to avoid traffic congestion.

142

- 6 -

143

145

What will passenger ferry service look like?

147 Passenger ferry service ((will be an important)) represents one component of the
148 region's transportation system, ((providing)) and can provide fast and reliable
149 connections in appropriate locations. Ferries serve as a supplement to the
150 countywide transportation system in locations where it serves the network as well
151 as, or better than, traditional fixed-route transit service. ((between locations on
152 Puget Sound and Lake Washington. Ferries will primarily serve commuter markets
153 during peak times, year-round.)) Service hours could be extended during summer
154 and special events to accommodate rider demand.

155 Ferry service can complement((s)) bus and rail service; it is not constrained by the
156 road and rail network and traffic congestion. For example, when the West Seattle
157 bridge closed in 2020, the water taxi became an essential connection for West
158 Seattle residents. Planning for additions[17] or changes to ferry service will consider
159 Metro's core values: safety, equity, and sustainability.[18] As a technical report to the
160 Strategic Plan for Public Transportation, King County should update the King County
161 Ferry District 2014-2018 Strategic Plan to complete the policy-level analysis and
162 decision-making to determine the level of service desired for water taxis and the
163 property tax rate needed to provide that level of service. Until updated strategic
164 planning answers these questions, planning for expanded new marine service routes
165 must use the county's adopted Service Guidelines and consider the cost-benefit
166 comparison of water taxi service to land-based transit services, including fixed-route
167 and flexible service options.

168 As with all service envisioned in Metro Connects, Metro will need additional funding
169 to expand passenger ferry service.[19] Marine services are funded by a dedicated
170 property tax levy, passenger fares, and federal and state grants. Future marine
171 services will be funded by these sources or other sources specifically dedicated to
172 marine travel. Each new route will require investments in capital infrastructure,
173 including a terminal at each landing, mooring docks, transit connection
174 improvements, and vessels.

175

What will it take?

178 ▪ **As a technical report to the Strategic Plan for Public Transportation,**
179   **update the King County Ferry District 2014-2018 Strategic Plan** to
180   account for current conditions, including changes in the Marine Division's
181   organizational structure and management, of the regional transit system and
182   to King County transit policies and procedures for planning and providing
183   transit service, including an equity analysis.

184 ▪ **As recommended in the King County Ferry District 2014-2018**
185   **Strategic Plan, determine the desired level of service for passenger**
186   **ferries** and required property tax level to deliver that level of service.

- 7 -

187   ▪ **Build on the update to the 2014-2018 Strategic Plan and update past**
188   **studies to determine the role of ((expand fast and reliable))**
189   **passenger ferry service as part of the regional transit network.**
190   Evaluate connectivity and service to further the time and cost competitiveness
191   of passenger ferries as well as parking and land use compatibility.
192   ▪ **Engage with communities and partner with jurisdictions** to complete
193   strategic planning for ((and locate)) routes and terminals that enhance the
194   regional transit system. ((meet their needs.
195   ▪ **Invest in terminal infrastructure and new vessels** to support service
196   expansion. Use new methods to reduce greenhouse gas emissions while
197   maintaining speed and reliability.
198   ▪ **Coordinate with fixed-route and flexible services for improved transit**
199   **connectivity.**
200   Provide an integrated transit solution as ferry service is added in King
201   County.))
202

November 17, 2021
RR1 – Technical amendment
to clarify intent re RR K & R
lines

[mbourguignon]

<div style="border:1px solid black; display:inline-block; padding:8px 20px; font-size:2em; font-weight:bold">12</div>

Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly, Zahilay
Proposed No.:	2021-0286

1 **<u>AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1</u>**

2 In Attachment C, page 23, after the section title "**Prioritization of RapidRide lines**"

3 insert:

4 "Metro currently operates six RapidRide lines (A-F). Four additional lines (G-J) are being

5 developed and are expected to be in operation by 2026.

6 An additional two lines, the K Line (Corridor 1027 between Totem Lake, Eastgate, and

7 Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount Baker, and the

8 Seattle Central Business District), had been selected for investment, and community

9 engagement and capital planning efforts were underway for those lines when those efforts

10 were paused as part of King County's 2021-2022 budget in response to the financial

11 impacts of the COVID-19 pandemic. Metro has prioritized the K and R lines as the next

12 RapidRide lines to be implemented and has identified these lines in the Metro Connects

13 future network maps (Figures 7, 8, 13, and 14) as being in operation by the time of the

14 Interim Network. Because the K and R lines have already been prioritized for investment,

15 they are not considered to be candidate lines and are not subject to the prioritization

16 process described below."

17

- 1 -

18   In Attachment C, page 24, in the second paragraph in the "**What will it take?**" section,

19   after "The H Line will launch in 2022, and planning for the G, I, and J lines is underway."

20   insert "The R and K Lines, which had started planning before being paused during the

21   COVID-19 pandemic, are planned to be two of the projects in the interim network.

22   Additional RapidRide lines for the interim network will be identified through the

23   prioritization plan."

24

25   In Attachment C, page 97, in the last paragraph on the page, after "Figure 31 illustrates

26   this process, which is explained in detail in Technical Report C. RapidRide Expansion

27   Report." Insert "The K Line (Corridor 1027 between Totem Lake, Eastgate, and

28   Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount Baker, and the

29   Seattle Central Business District) have been identified by Metro as the next RapidRide

30   lines to be implemented. These lines are identified in the Metro Connects future network

31   maps (Figures 7, 8, 13, and 14) as being in operation by the time of the Interim Network.

32   Because the K and R lines have already been prioritized for investment, they are not

33   considered to be candidate lines and are not subject to the prioritization process described

34   above."

35

36   **EFFECT prepared by *Mary Bourguignon*: This is a technical amendment. It would**

37   **add language to clarify Metro's intent (and confirm the published maps in Metro**

38   **Connects) that the RapidRide K and R lines will be the next to be developed and are**

39   **anticipated to be completed by the time of the Interim Network.**

40

- 2 -

41   **The language in context is shown below:**

42

43 | Attachment C, "Prioritization of RapidRide lines" section, p. 23 |

44

Prioritization of RapidRide lines

45

46   Metro currently operates six RapidRide lines (A-F). Four additional lines (G-J) are
47   being developed and are expected to be in operation by 2026.

48   An additional two lines, the K Line (Corridor 1027 between Totem Lake, Eastgate,
49   and Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount Baker,
50   and the Seattle Central Business District), had been selected for investment, and
51   community engagement and capital planning efforts were underway for those lines
52   when those efforts were paused as part of King County's 2021-2022 budget in
53   response to the financial impacts of the COVID-19 pandemic. Metro has prioritized
54   the K and R lines as the next RapidRide lines to be implemented and has identified
55   these lines in the Metro Connects future network maps (Figures 7, 8, 13, and 14) as
56   being in operation by the time of the Interim Network. Because the K and R lines
57   have already been prioritized for investment, they are not considered to be candidate
58   lines and are not subject to the prioritization process described below.

59   The high level of service associated with RapidRide requires significant investment in
60   service and capital improvements. To be successful and make the best use of
61   financial resources, all RapidRide expansion corridors must have:

62   1. Strong service demand; and
63   2. Connections to and between regional and other major destinations as part
64   of the high-capacity transit network.

65   Corridors that meet both criteria have been identified as candidates for RapidRide
66   expansion in the interim and 2050 networks. Metro will prioritize equity and
67   sustainability factors in selecting the specific candidate lines for development. This
68   approach gives Metro flexibility to adapt to changing conditions and information
69   gained from studies and community engagement before selecting and implementing
70   new routes.

71   As Metro plans new RapidRide lines, it will work with cities and the public to study
72   and evaluate routing, stop and station locations, integration with other services,
73   multimodal connections, and other features. Public input will be a critical part of
74   planning as projects move closer to final design. Metro's Service Guidelines provide
75   direction for planning and outreach around developing and changing service.

76

- 3 -

77

79

What will it take?

- **Develop and maintain a prioritization plan for selecting future RapidRide lines.**
  A prioritization plan emphasizing equity and addressing climate change will provide opportunities to evaluate RapidRide candidates and engage with partners and the community to inform the planning and selection process. The process for developing this plan is explained in the "Implementation of Metro Connects – policies and planning" section of Metro Connects.

- **Expand and enhance the RapidRide network.**
  Building on the current A to F lines and planned G to J lines, Metro will complete at least three new projects as part of the interim network and at least nine new projects by 2050. The H Line will launch in 2022, and planning for the G, I, and J lines is underway. The R and K Lines, which had started planning before being paused during the COVID-19 pandemic, are planned to be two of the projects in the interim network. Additional RapidRide lines for the interim network will be identified through the prioritization plan. All existing lines will be upgraded to meet the RapidRide Expansion Program standards.

98

100

Prioritizing RapidRide implementation

As described in the "RapidRide service" section, the 2021 update to Metro Connects moved to a programmatic approach for identifying future RapidRide lines. Metro identified a pool of candidate lines for the interim and 2050 RapidRide networks rather than a specific set of routes. Metro will develop a prioritization plan to select the specific RapidRide lines for the interim network, which will be informed by updated corridor analyses, partner engagement, and corridor studies. This approach will allow Metro to make decisions about RapidRide that are more informed by timely data and community input.

Figure 1   RapidRide Prioritization Process
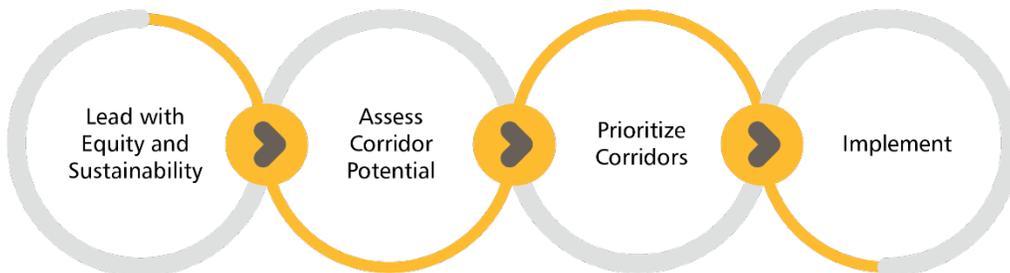
111

112   Metro will identify and implement future RapidRide lines by:

113   1.   Leading with equity and sustainability in identifying the top candidates

114   2.   Assessing the potential of candidate corridors based on community
115   engagement and other implementation factors

116   3.   Prioritizing and grouping the selected candidates into tiers

117   4.   Implementing corridors via the biennial budget process and Capital
118   Improvement Plan

119

120   Figure 31 illustrates this process, which is explained in detail in Technical Report C.
121   RapidRide Expansion Report. The K Line (Corridor 1027 between Totem Lake,
122   Eastgate, and Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount
123   Baker, and the Seattle Central Business District) have been identified by Metro as
124   the next RapidRide lines to be implemented. These lines are identified in the Metro
125   Connects future network maps (Figures 7, 8, 13, and 14) as being in operation by
126   the time of the Interim Network. Because the K and R lines have already been
127   prioritized for investment, they are not considered to be candidate lines and are not
128   subject to the prioritization process described above.

129

RS4 – Remove reference to
restructures for local service

<div style="text-align: right; font-size: 2em; font-weight: bold;">13</div>

	Sponsor:	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.:	2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment C, page 35, in the "**What will it take?**" section, strike the second bolded

3 point and its text:

4 **"Deploy new fixed-route and flexible services as part of broader service**

5 **restructures.**

6 Restructuring can improve mobility and connections to the regional transit network.

7 Restructures, particularly those related to Link and RapidRide expansions, provide

8 opportunities to add new flexible services."

9

10 **EFFECT prepared by *Mary Bourguignon*: For consistency between the descriptions**

11 **about different service types in Metro Connects, this amendment would remove the**

12 **reference to service restructures in the Local Service section. Service restructures**

13 **are not mentioned in the description of other service types. The language in context**

14 **is shown below:**

15

16 Attachment C, "What will it take?" section within "Local Service" section, p. 35

17

What will it take?

- **Pilot new innovative flexible service models and technology applications.**
  These could include on-demand ridesharing options, innovative booking and routing technologies, automated vehicles, and other advances in technology yet to come. Partnerships with private service providers might create opportunities to give communities more and better mobility options. Such services should align with the Strategic Plan and include evidence-building plans for how impacts on mobility, equity, and sustainability will be evaluated according to Metro's Service Guidelines.

- **((~~Deploy new fixed-route and flexible services as part of broader service restructures.~~**
  ~~Restructuring can improve mobility and connections to the regional transit network. Restructures, particularly those related to Link and RapidRide expansions, provide opportunities to add new flexible services.~~))

- **Partner with local jurisdictions, non-profits, and employers to secure additional funding for flexible services.**
  Continue to work with local partners to identify opportunities to secure grants and apply other funding sources to launch flexible services throughout the county. Metro will also engage with communities to develop services, as outlined in Metro's Service Guidelines.

- **Use evidence from community-based planning, customer research and feedback to design, implement, and evaluate new services.**
  Metro's flexible service projects have been successful in part because of collaborations with nonprofit organizations, jurisdictions, and community groups. Community partners help identify needs and support development of unique services to meet them. Continuation of these community partnerships will be important. Metro will also strengthen its capacity and partnerships to build evidence about what works and how innovative services impact mobility and quality of life for people and communities in the region.